

FAST CARS SPECIAL GIANT 124-PAGE ISSUE

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Auto EXPRESS

THE CAR NEWS WEEKLY

TOP 100 FAST FUN CARS



The most fun you can have on four wheels...

PLUS

New Ferrari 488 GTB driven

Flat-out in new turbocharged V8



PLUS Le Mans 2015 preview... and we drive McLaren's Le Mans legend

FIRST UK DRIVE

NEW CIVIC TYPE R

Honda creates another hot-hatch hero



New Vauxhall Astra

OFFICIAL British-built Golf rival unveiled



Renault's Qashqai

DRIVEN New Kadjar is SUV superstar





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67.3 (4.2) – 80.7 (3.5), Combined 55.4 (5.1) – 68.9 (4.1), CO₂ Emissions 119 – 106g/km. These official EU test figures are to be used as a guide at £14,895 OTR including Tangerine Orange pearl paint at £495. *On the road price of £12,725 applies to New Generation i20 Coupé SE 1.2 petrol manual. 5 Year Unlimited Mileage Warranty



I want more gadgets
than you can shake
a USB stick at.
#SR7

11:40 PM



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Fuel consumption figures in mpg (l/100km) for the New Kia cee'd 'SR7' special edition are: Urban 33.6 (8.4) – 52.3 (5.4), Extra Urban 58.9 (4.8) – 74.3 (3.8), Combined 46.3 (6.1) – 65.7 (4.3). CO₂ emissions are 143 – 114 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New cee'd 'SR7' special edition 1.4 98bhp 6-speed manual £14,650 including £1,000 customer saving. Non offer price £15,650. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto kia.co.uk/sr7 for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit www.kia.co.uk. Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 01/04/2015 and 30/06/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indemnity may be required. 10% minimum deposit. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 or 37 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.



100 Fast fun cars

45 Our countdown of the 100 greatest drivers' cars. Plus McLaren's P1 GTR vs F1 GTR



8 Blast-off in storming new Civic Type R



34 Ferrari's new turbo 488 GTB driven



14 Official pictures and details of new Astra

FULL
LE MANS
2015
PREVIEW
Page 118



30 Why Renault's new Kadjar will have Qashqai worried

Online
this week



First drive verdict as
RS3 storms into UK

AUDI has upped the ante in the hot hatch power struggle with the 362bhp RS3 – and we get the chance to drive it for the first time in the UK.

The four-wheel-drive RS3 Sportback impressed us on the European launch, with its turbo five-cylinder engine providing searing pace and an exciting soundtrack.

But how will it fare on British roads and can it justify its hefty £40,000 price tag? Log on as we deliver our verdict.

For more visit
autoexpress.co.uk

Newsweek

COVER Civic Type R driven

The big verdict on Honda's new 306bhp turbo hot hatch

COVER New Vauxhall Astra

Official pictures and details on new Brit-built VW Golf rival

Alfa's first-ever SUV

Exclusive image as Evolute rival starts to take shape

Renault Kadjar RS

Renaultsport set to weave its magic on new SUV

Faster i8 on the way

Power upgrade coming for BMW's hybrid supercar

Ban on in-car smoking

Legislation will prevent lighting up in cars with children

Features

On top of the world

Why British execs are so powerful in the car industry

New cars

COVER Renault Kadjar verdict

Is stylish new crossover a better bet than the Qashqai?

COVER Ferrari 488 GTB

Turbo replacement for 458 is sensational to drive

VW Golf BlueMotion

Behind the wheel of 67.5mpg petrol version of eco model

SEAT Ibiza

Revised supermini is now better to drive and better value, too

Bentley Continental GT

Raft of updates makes coupé more appealing than ever

Fast fun cars

COVER 100 fast fun cars

Our countdown of most thrilling cars on road starts here

McLaren's history lesson

P1 GTR driven alongside the car that shocked Le Mans

And our no. 1 is...

Which is our favourite fast fun car? All is revealed

Road tests

New Passat Estate vs rivals

Classy Volkswagen loads up against Mazda 6 and Mondeo

Our cars

Updates on the Vauxhall Corsa and Citroen C4 Cactus

Products

Best free sat-nav apps

We pick from three smartphone downloads for navigation

Action cameras tested

Capture your favourite drives as we rate eight top buys

Buying cars

Vauxhall Adam buyer's guide

How distinctive small car can be yours from £7500

New car prices

All the info you need before you head to the showroom

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Watchdog solves your problems, plus you have your say

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Official fuel consumption figures in mpg (l/100km) for the Ford EcoSport range: urban 34.9-57.7 (8.1-4.9), extra urban 53.3-64.2 (5.3-4.4), combined 44.8-61.4 (6.3-4.6). Official CO₂ emissions 149-120g/km.

The mpg figures quoted are sourced from official EU-regulated test results (EU Directive and Regulation 692/2008), are provided for comparability purposes and may not reflect your actual driving experience. Ford SYNC is optional, at extra cost.



Go Further



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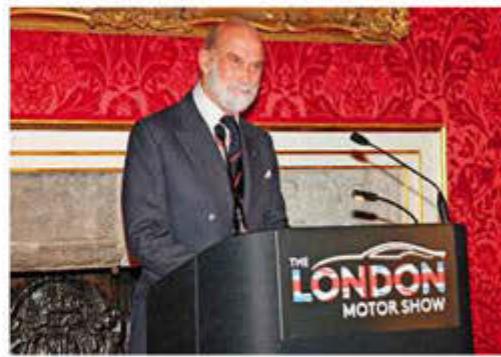
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic Vbox computer timing equipment. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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The UK deserves a great car show – and now it's got one



THE British car business is in fine form. We're seeing brilliant new British-built cars, like the new Honda Civic Type R, grace our cover almost every other week, car sales are up for the 39th consecutive month, factories and suppliers are busier than they have been in generations and Brits continue to sit at the top table of car companies around the world. No wonder so many of the execs on the Auto Express Brit List say the car industry in the UK is a great place to build a career – see Page 26.

So why doesn't the UK have a motor show when Switzerland, a country not exactly known for its thriving car industry, has one of the biggest shows of the year? That's puzzled me – and you – for ages!

Well, the good news is it does now. Next May, the London Motor Show will be held in London's Battersea Park – it'll be fun, filled with cars and affordable for you and your family to go to. And Auto Express is delighted to be supporting the new motor show. Sure, it won't be the size of a Geneva or a Frankfurt from day one, but I'm delighted that somebody has taken the brave step to invest in a show for the British industry and British car fans. Who knows? One day, it may be bigger than Geneva.

We're not alone in supporting the show – His Royal Highness Prince Michael of Kent (above) has given it Royal approval, telling us: "I'm delighted to support this event and look forward to the London Motor Show becoming a firm fixture for years ahead."

Bizarrely, though, the UK car industry doesn't seem to be falling over itself to support a show that's promoting it! The SMMT – organiser of the old British Motor Show – and its members don't seem to be overly enthusiastic about the opportunity.

Let's hope that changes – the 2016 London Motor Show will be a showcase for everything great the UK car business offers.

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Civic Type R blasts back in style

FIRST DRIVE Does turbo power make long-awaited hot hatch even more appealing?



ENGINE

New turbo gives Type R incredible pace thanks to its impressive 306bhp and 400Nm outputs. Quad exhausts look the part and emit bassy parr at idle



Essentials

Honda Civic Type R GT

| | |
|-------------------|-------------------------------------|
| Price: | £32,295 |
| Engine: | 2.0-litre 4cyl turbo petrol |
| Power/torque: | 306bhp/400Nm |
| Transmission: | Six-speed manual, front-wheel drive |
| 0-62mph: | 5.7 seconds |
| Top speed: | 167mph |
| Economy: | 38.7mpg |
| CO ₂ : | 170g/km |

ON SALE Now



Sean Carson

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AF WE'VE had to wait an agonising five years for a new Honda Civic Type R, but finally we've driven the all-new version of the much-loved hot hatch – and although the brand might be a bit late to the party, it's definitely been worth the wait.

First of all, there are some significant changes under the new, bulging skin compared to the old hot Civic, including a new 2.0-litre turbocharged engine in place of the previous naturally aspirated, high-revving unit. Hardcore Honda purists might not be so pleased, as the old model's character was defined by this, yet the new Type R is a worthy successor.

Hot hatchbacks are all about mixing performance with real-world usability, and the Honda excels at both. But let's start with the former. The new four-cylinder turbo engine kicks out a seriously muscular 306bhp and 400Nm of torque, which make for extremely fast performance. It takes the Type R from 0-62mph in just 5.7 seconds and on to a 167mph top speed, yet the first thing that strikes you when behind the wheel is the engine's mid-range punch.

Put your foot to the floor, and the car pulls with a great slug of torque, meaning you can leave it in gear without having to drop a cog. However, if you want to work the box, the

Civic has lots of power, but it also scores on refinement



VISIBILITY Massive rear spoiler inspired by Civic Type R concept car is dramatic but doesn't affect rear visibility. It's not just for show, either, as it provides downforce for extra grip

DIALS Civic's cabin gets a number of Type R-specific racy details, such as a set of dials that glows white normally. But press +R button, and they turn to an angry red colour



Bodykit gives the Civic Type R a muscular stance, while sloping roofline adds style

six-speed manual is perfectly suited to the power unit, with a super-short throw and a lovely precise, mechanical action.

You can't feel the engine's VTEC system kick in any more – it now performs its magic at as little as 1,200rpm for better low-down response. However, there's still a ferocious top end to play with, and the engine will rev out to its 7,000rpm red line sweetly, so the traditional heady Type R character is still accessible in a way. And with the added whooshes and whistles from the turbo, there's a new element to the Honda's engine note.

It's not all good news, however – those four fat exhaust pipes emit a bassy blare at idle, but on the move the engine is more droney and the noise is quite intrusive if you're on a long cruise.

The problem's easily solved by turning off the motorway and on to a twisty back road, though, as it's here the Civic really starts to come alive. Push the +R button, and the dials turn from white to glowing red and the already firm suspension dampers get 30 per cent stiffer, while the throttle becomes more responsive and the steering weights up.

As a result, the Type R takes on an extra hardcore, focused edge and feels even more lithe and agile. The big 350mm Brembo brakes have huge stopping power and a nice feel, and the heftier steering is very precise. It's not overflowing with feel, but it's accurate

enough to guide the Civic through a corner while adjusting your line with movements of the wheel and the throttle. Floor the accelerator out of a bend, and the traction from the limited-slip diff and super-sticky, low-profile tyres is immense.

Honda has designed a clever new suspension system for the Civic's front end to give it this extra dynamic ability. By separating components with a new 'dual axis' strut design, each part can do its job better, reducing torque steer by as much as 50 per cent. It's not completely gone, but the wheel wriggles less and doesn't tug your hands quite so much under hard acceleration.

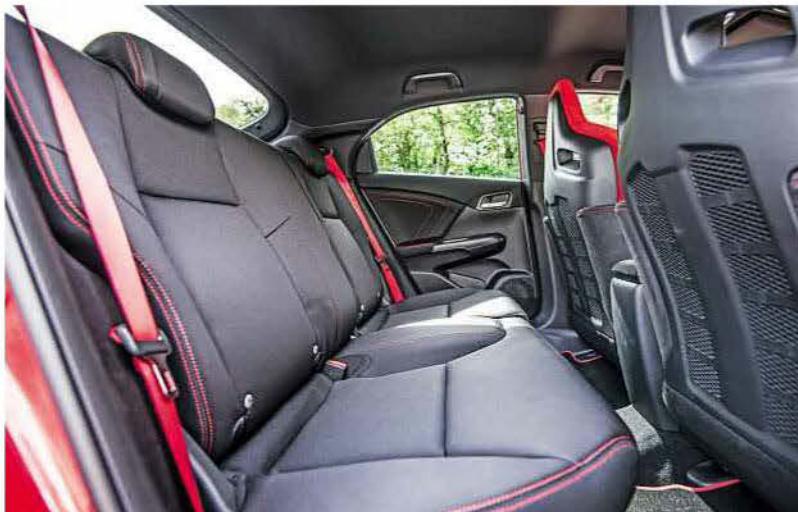
You can use all of the Civic's power, too, as the chassis is so grippy and it clearly communicates what's going on. The adjustable dampers are noticeably stiffer in the +R mode, but the car still rides nicely. Body control is excellent, even if it is a bit bumpy on rough roads.

The Honda isn't designed for cruising, but dial the chassis back to the normal mode, and it's surprisingly refined. The sporty bucket seats offer lots of support, yet they're comfortable, too, and mean you can easily find the perfect driving position.

There's plenty of standard equipment, including Bluetooth, keyless entry, cruise and climate control, rear parking sensors and autonomous braking. You also get Honda's CONNECT multimedia system. It's not the neatest unit, and

"The first thing that strikes you when behind the wheel of the Civic Type R is the engine's mid-range punch"





CABIN Type R's interior is dominated by a pair of huge bucket seats. They are narrow yet nicely trimmed and add some sparkle to the Civic's cabin. They also offer decent support

REAR SPACE Massive bucket seats up front don't spoil rear legroom. Clever 'Magic Seats' of other Civics in the range aren't available on Type R, but the split-fold rear bench still folds down neatly

looks like an off-the-shelf part stuck in the dashboard, but it works well.

At £29,995, the Type R is already more expensive than some of its rivals, and for another £2,300, you can go for the GT pack. This adds sat-nav and some extra safety kit, such as blind spot, forward collision and lane departure warning, plus cross traffic alert, which will warn you of oncoming traffic if you're backing out of a parking space.

This all means the safety credentials are impressive. The standard Civic gets a full five-star Euro NCAP crash rating, so with extra grip, upgraded brakes and the added protection of the GT pack's features, the Type R should also offer plenty of peace of mind on the road, despite its speed.

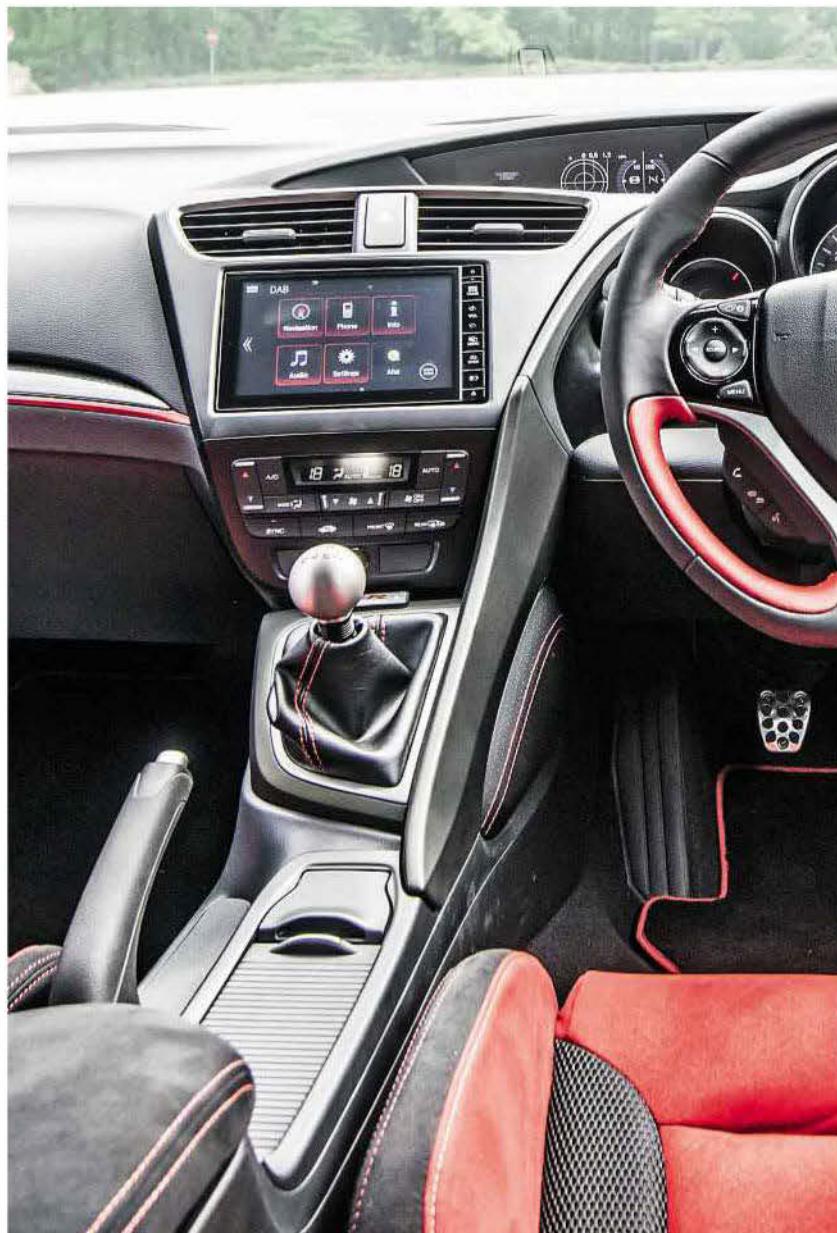
No matter which model you opt for, the car gets some tricky performance gizmos to play with, including a G-meter to show just how much grip is actually on offer. There's

"There's no doubt that the Civic Type R is a track-focused car"

no doubt that this is a track-focused car, so there's a lap-timing function, too, plus a performance meter to record 0-62mph and quarter-mile acceleration times.

In either form – standard or GT – the Type R is massively practical. Visibility is good despite that huge rear wing, and thanks to the narrow front bucket seats, there's plenty of legroom in the rear. The standard five-door hatch's clever 'Magic Seats' aren't available on this model, but the split rear bench still folds down in one smooth motion to leave a huge amount of luggage room on offer. There's 498 litres of boot space with the rear seats in place, but stow them away with the one-movement arrangement – leaving a flat load floor – and it increases to a massive 1,427 litres.

This real-world usability is supported by decent efficiency on paper. According to Honda, the Type R will return 38.7mpg and emit 170g/km of CO₂, which is 4g/km less than all versions of the less powerful Renaultsport Mégane. You don't have to rev the turbo engine so hard in normal driving, so the car should be more frugal than its predecessor, but if you're using all the performance, don't expect to see this sort





PRACTICALITY Honda claims Type R is most usable car in its class, with massive performance and great practicality. Versatile seating and a maximum boot capacity of 1,427 litres are impressive



HANDLING
Civic's steering isn't exactly overflowing with feel, but it's still accurate – making high-speed cornering very enjoyable

of consumption. On one route, we covered in the region of 100 miles and used half of the Civic's 50-litre tank.

One of the Honda's major plus points is that the muscular styling doesn't affect practicality – instead, it really does contribute towards performance and efficiency, with clever cut-outs and vents to reduce drag over the Type R's angular body.

The jutting splitter, nearly flat underfloor, rear diffuser and huge wing also add noticeable downforce to improve grip and balance in high-speed turns, according to Honda's engineers. The only real gripe we have is that the gloss-black, 19-inch alloys look slightly lost in the wheelarches due to the car's square-shouldered arch extensions. However, there's no denying that the hot hatch makes a visual statement.

Overall, then, the new Type R might have lost a touch of its old banzai rev-happy character, but it's gained much more in performance and practicality. The engine and chassis make a devastatingly effective package, and there's surprising practicality to boot; but next to the best in the class, the Civic just lacks that last layer of feel.



Auto Express Verdict

THE new Honda Civic Type R is a return to form for the Japanese brand's performance arm, and it's been worth the wait. Following the trend for turbocharging means this is the fastest, most accessible Civic ever, and there's a chassis underneath to match these talents. However, although it's well equipped and more powerful, the Honda is pricier than its rivals and can't quite match the Renaultsport Mégane for old-school hot hatch thrills and feel.





Sleeker Astra aims upm



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AE IT'S been a busy 12 months for Vauxhall. Aside from launching a number of Adam derivatives and the new Viva, two of its best-selling cars have been replaced by all-new models. The new Corsa went on sale late last year, and now there's a brand new seventh-generation Astra – and these are the first pictures of the British-built hatchback.

Arriving in showrooms in November, after its September debut at the Frankfurt Motor Show, the latest Astra will be priced from around £16,000, not much more than the outgoing car. That makes it look good value when compared to a Ford Focus and VW Golf – the cheapest Golf is £17,595. As with other recent Vauxhall launches, a low

■ Stylish, lighter, better to drive ■ More efficient ECOTEC engines

priced entry-level car will get buyers' attention, as will improvements to kit and quality.

We'll come to the styling in a minute, but the technical headline is a weight reduction of 200kg, thanks to a new lightweight D2 platform from parent company GM. Constructed from thinner-section ultra high-strength steel, and with a 20 per cent lighter bodyshell, the Astra will be significantly more fuel-efficient, while our drive of a prototype in Issue 1,369 revealed a much improved blend of ride comfort and handling.

Bucking the 'bigger is better' trend in family hatchbacks, Vauxhall has sliced nearly 50mm from the old Astra's length, 20mm from the wheelbase, and lowered it by 26mm. That has aided aerodynamics,

IN TOUCH
New high-tech features include touchscreen, compatible with Apple CarPlay and Android Auto



OFFICIAL



arket



New Astra has chiselled surfaces and more aggressive nose, plus it's lighter, which should boost handling as well as efficiency



meaning the new Astra now has a drag coefficient of below 0.30 – it will naturally have a positive effect on fuel consumption, too. However, while the outside has shrunk, space on the inside has grown, with rear passengers getting an extra 35mm legroom to stretch out than before.

The styling for this seventh-generation Astra is an evolution of the current car, but with obvious influences from 2013's Monza Concept. The current Astra's rounded body panels are now more chiselled like the Monza, and there's a gaping grille at the front, mirroring the new Corsa.

Unlike the supermini, though, the grille blends into the headlights, which are now full LED headlamps on higher-spec cars. The new Astra becomes the first Vauxhall to get IntelliLux LED Matrix lights, which feature 16 individual LED segments that

work in tandem with a front camera system to avoid dazzling oncoming traffic. They also adjust to your surroundings, so will dip automatically when they sense street lights in a built-up area, for example.

Those chiselled lines extend along the flanks with a more pronounced window line, too. A blacked-out C-pillar, creating the appearance of a floating roof, is the most daring styling feature, while, at the rear, a heavily creased bootlid is joined by sleeker light clusters.

If the outside is evolutionary, Vauxhall has started all over again with the Astra's interior. Gone is the button-heavy centre console, replaced by a simpler horizontal layout for the air-conditioning and ventilation controls. The upper part of the dash now sweeps from the driver to the passenger side and there's a large,

flush-fitting, eight-inch colour touchscreen with a new generation of Vauxhall's IntelliLink system. Compatible with Android Auto and Apple CarPlay, IntelliLink replicates the driver's Android or Apple smartphone on the touchscreen for easy-to-use connectivity.

The Astra will become the first Vauxhall from launch to have GM's clever new OnStar concierge service, too. Should the driver have an accident in their Astra, Vauxhall's OnStar command HQ in Luton, Beds, will be alerted and an operator will contact the vehicle to ask whether help is needed.

It's not just for safety, either, as an OnStar operator can send directions to the Astra's sat-nav or even book a hotel. It's available 24 hours a day and 365 days a year and also turns the Astra into a 4G WiFi hotspot so the driver and passengers



can surf the Web with up to seven devices connected. Other new technology features include a forward collision alert and collision imminent braking, a blind spot monitoring system, traffic sign recognition, lane keep assist and lane departure warning.

Powering the new Astra will be a range of petrol and diesel engines producing between 99bhp and 197bhp. A brand new 143bhp 1.4-litre turbocharged petrol ECOTEC headlines the range and promises CO₂ emissions of under 130g/km and around 55mpg. There will be a 102bhp 1.0-litre three-cylinder turbo petrol and also a 1.6-litre CDTi 'Whisper Diesel'.

From launch, the range will be topped by a 197bhp 1.6-litre turbo petrol (already available in the three-door GTC). The sporty current-generation GTC will continue for at least a year before being replaced by a new model, based on this latest seventh-generation Astra.

The same goes for the 276bhp VXR and the four-seater Cascada drop-top, which will also carry on for at least 12 months before

being replaced. A practical Sports Tourer will be revealed in the weeks following the Astra hatchback's unveiling at Frankfurt in September.

A Ford Focus ST-rivalling hot hatch – designed to bridge the gap between regular models and the fiery VXR – is tipped to arrive some time in 2016. Likely to use a 2.0-litre turbo petrol engine, it'll have just under 250bhp, and, as we revealed in Issue 1,369, it could revive the GSi badge. That leaves space for an even hotter VXR variant, with around 300bhp, to follow on later in the lifecycle.

As with the current generation, the new Astra will be built at Vauxhall's Ellesmere Port plant in Cheshire. The current Astra and Astra Sports Tourer are produced there, and the new Astra's arrival is part of a £125million investment which will generate a total of 700 new jobs and secure 2,100 others. Vauxhall aims to build at least 160,000 Astras a year at the factory.

Astra stars of the past

THE Vauxhall Astra has enjoyed incredible success since its launch in 1980, and we look back at the past generations...



Mk1

Astra was the first front-wheel-drive Vauxhall when it appeared in 1980. Initially built in Germany, but production moved to UK in 1981.



Mk2

The second-generation Astra arrived four years later, spawning saloon and cabriolet versions. It was voted European Car of the Year in 1985.



Mk3

The rounder, more stylish Mk3 Astra came in 1991, but it was actually a very heavily revised Mk2, rather than an all-new model.



Mk4

Released in 1998, the fourth-generation car was much better to drive, safer and more comfortable than ever before.



Mk5

Fifth generation initially only came as a five-door; it took nearly a year for the Sport Hatch and Estate to join the range in late 2004.



Mk6

The boldest Astra yet arrived in 2009, with an Insignia-inspired design. Nearly 60,000 were sold in 2014, making it UK's fifth-best-selling car.



Mk7

Latest Astra Mk7 will go on sale here in November, priced from around £16,000, after its public debut at the Frankfurt Motor Show.



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PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the 308 GT Line are: Urban 43.5 – 65.7 (6.5 – 4.3), Extra Urban 64.2 – 83.1 (4.4 – 3.4), Combined 54.3 – 76.3 (5.2 – 3.7) and CO₂ 119 – 97 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. *Passport 1.9% Representative APR up to 37 months. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. Peugeot Motor Company is acting as a credit broker and is not a lender. We may introduce you to a limited number of lenders to finance your purchase. Over 18s only. A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. All offers available on qualifying vehicles ordered and registered between 01.04.15 and 30.06.15 or until such time as they may be withdrawn by Peugeot at its complete discretion. Excess mileage charges may apply. Visit peugeot.co.uk for full terms and conditions. Information correct at time of going to press.

NEW PEUGEOT 308 GT LINE

MOTION & EMOTION



PEUGEOT



EXCLUSIVE IMAGE

Alfa's first-ever SUV takes shape



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THE rebirth of Alfa Romeo will begin later this year with the unveiling of the eagerly awaited BMW 3 Series-rivalling Giulia saloon. But the brand isn't content with just one new model; it's also set its sights on the booming SUV market.

Alfa's first-ever SUV – previewed in our exclusive main image – will arrive in 2017 to give the current line-up of MiTo, Giulietta and 4C a much-needed boost.

The new car will take an upmarket approach as it aims squarely at the likes of the BMW X3, Audi Q5 and Range Rover Evoque. And although it doesn't look like much, the ungainly Fiat 500L mule in our spy shots (opposite) is our first glimpse of the SUV undergoing testing.

To the untrained eye, it looks like any other pre-production prototype 500L, and the bulbous body cladding doesn't give us many clues as to how the production model will look. But beneath the boxy body, a rear-wheel-drive chassis and new four-cylinder

Exclusive image shows bold look of all-new Evoque rival

turbocharged petrol and diesel engines will serve as a basis for the upcoming SUV. Our exclusive image gives you a better idea of what to expect from the showroom model, with style and image top of the agenda in a bid to tempt buyers away from the Evoque.

Alfa's trademark triangular grille will intersect the two-tiered front bumper design, while turbine alloy wheels and muscular haunches are a nod to the car's sporting potential. The high waistline and coupé-like profile make it more style-led than an Audi Q5, but a trade-off for this is likely to be less practical interior packaging, with compromised rear headroom and a slightly smaller boot.

Still, making sure the Alfa performs as well as it looks will be a new family of powerful four-cylinder engines, as well as turbocharged V6 petrol and diesel units, which will also feature in the upcoming Giulia saloon. Power could range anywhere from 200bhp up to 500bhp in the flagship

models, with automatic gearboxes likely to be the only transmission option.

The spy shots of the test mule also revealed that the SUV was fitted with independent rear suspension, which will help iron out bumps and deliver a smoother ride. The new rear-wheel-drive chassis shared with the Giulia can also be adapted to offer four-wheel drive, suggesting the SUV could deliver some mild off-road capability.

But the car you see here isn't the only SUV Alfa is working on. Also in the pipeline is a Land Rover Discovery-sized flagship, which will share the same rear-drive platform, along with the more powerful petrol and diesel engines. We know very little about this model at the moment, but if Alfa gets it right, it could rival the likes of the Porsche Cayenne and BMW X5.

The company's immediate focus is on the upcoming Giulia saloon, so we don't expect to see the SUV until late next year. A debut at the Paris Motor Show in September 2016 looks likely, ahead of a launch in showrooms towards the middle of 2017.

As Maserat

OFFICIAL



**BOLD LOOK**

Our image shows dramatic shape of Alfa's first-ever SUV



Automedia



ON ROAD
Spies caught 500L mule on test, and under disguise new SUV is set to wear familiar Alfa nose. Beneath the skin will be rear-drive mechanics, while the twin exhausts hint at car's potential

i Levante draws ever closer



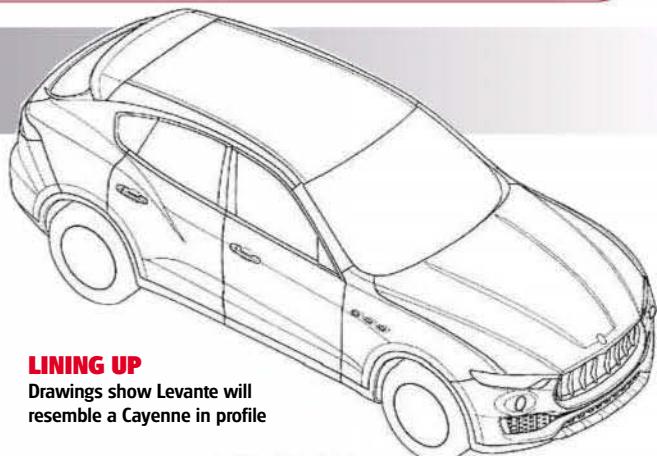
ON WAY
SUV debuted as a concept at Frankfurt show way back in 2011; now official sketches have leaked ahead of its launch later this year

ELSEWHERE in the Fiat Group, drawings of the new Maserati Levante have leaked ahead of the car's reveal later this year.

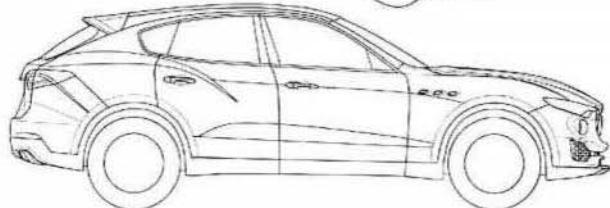
While the luxury SUV won't share its platform with the new Alfa SUV, it's expected to use existing Fiat tech. Last year, we learned the Levante would sit on a substantially altered Jeep Cherokee chassis – giving a raised ride height, long wheelbase and wider track.

From the drawings, we can see the Maserati will feature a face inspired by the Quattroporte and Ghibli saloons, with a huge gaping grille and swept-back headlights. It looks rather like a Porsche Cayenne from the side, with a sloping roofline and high, sharp creases in the body. Also evident is the raised suspension, emphasising the car's position as the brand's first-ever SUV.

Engines have already been confirmed as a pair of twin-turbo V6s and a top-spec V8 petrol. Three diesels, ranging from 247bhp to 345bhp, will complete the line-up. All Levantes will get four-wheel drive and auto gearboxes as standard.

**LINING UP**

Drawings show Levante will resemble a Cayenne in profile





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The official fuel consumption figures in mpg (l/100km) for the Renault Clio Dynamique 1.2 16V 75 are: Urban 40.4 (7.0); Extra Urban 60.1 (4.7); Combined 51.4 (5.5). The official CO₂ emissions are 127g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.

Monthly payment shown based on £2,247 customer deposit with £400 deposit contribution, 36 monthly payments of £149, and an optional final payment of £5,664. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Subject to status, over 18s (excluding the Channel Islands). Terms and conditions apply. Visit renault.co.uk for full details. Offer cannot be used with other offers and is available on featured new vehicles when ordered and registered before 30 September 2015. Offer based on 6,000 miles per annum excess mileage of 8p per mile inc VAT. Participating dealers only. Clio shown has optional Flame Red Renault i.d. metallic paint, available at an additional £595. Excludes Expression models.

Renaultsport planning to turn the heat up on new Kadjar crossover

■ High-performance model aims for success in China ■ Will rival upcoming hot Qashqai

■ EXCLUSIVE



Mat Watson
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@mat_watson

AE RENAULT is considering developing a high-performance Renaultsport version of its Kadjar, Auto Express can reveal.

Vincent Geslin, Kadjar project manager for Europe, told us that the hot model would raise Renault's image in key markets.

"This is something that we are looking into for the future, as it would really help grow our brand not only in Europe, but particularly in China," he said.

While rivals have prospered, Renault has so far struggled to exploit the Chinese market. It has sold just 34,000 cars there; in contrast, Peugeot has shifted 734,000 units. The reason Renault has found it tough to make a breakthrough in Asia is that its range of economy hatchbacks doesn't really appeal to status-conscious Chinese buyers, who find SUVs so appealing.

The new Kadjar (driven on Page 30), with its stylish SUV looks, will help this, but Geslin told us that only a halo Renaultsport model would really give

the brand presence in China, where high-performance SUVs are massively popular.

Such a car would provide Renault with an answer to the Qashqai Nismo that Alliance partner Nissan is planning to unleash – that car could arrive as soon as 2016.

Details of the Renaultsport model are still undecided, but it would likely be powered by a version of the 1.6-litre turbo petrol which is expected to be added to the Kadjar range later this year. In the Juke Nismo RS, this unit produces 215bhp but may be tuned to be even hotter in the Qashqai and Kadjar.

As well as a high-performance engine, the Renaultsport crossover would have a range of chassis upgrades, including stiffer suspension, bigger brakes and maybe even the addition of a limited-slip differential.

Renaultsport could even use its PerfoHub front suspension geometry – like that on the Mégane 275 Trophy-R – to help counteract torque steer. The car might get the all-wheel-drive system used in the Kadjar 1.6-litre dCi, too – after all, Chinese buyers would expect a hot SUV to provide 4x4 grip.

PAGE 30: We drive all-new Kadjar



POWER
Renaultsport Kadjar is likely to get an even hotter version of the Nissan Juke Nismo's 215bhp engine

UK diesel sales slump as petrels boom

NEW figures from the Society of Motor Manufacturers and Traders (SMMT) show that sales of diesel vehicles have fallen for the first time since 2010.

Diesel registrations totalled 97,084 in May this year – down by 2.5 per cent compared to the same month in 2014 (99,580). Petrol sales, meanwhile, were up 6.1 per cent, at 96,597 (91,008 in May 2014). Sales of petrol cars haven't overtaken

diesels in five years, but these trends suggest that it may happen in 2015 – and it seems that a diesel decline in the UK could well be imminent.

Overall, new car registrations reached 198,706 in May, marking 39 consecutive months of growth – although this prosperity slowed to just a 2.4 per cent increase last month. SMMT analysts warn things may level out in the second half of 2015.

All-new Audi A4 captured on test

■ SPIED



Automedia

Basic silhouette will be familiar to current owners

AUDI'S A4 has been spotted undisguised out on test, months away from its official debut at the Frankfurt Motor Show in September.

Ironically, though, it's the styling that looks to be the least remarkable element of this all-new model. Judging by the traditional saloon silhouette, and uncluttered surfacing, Audi is playing it safe with the design of its Jaguar XE rival. But under the skin, it ushers in a revolution thanks to its MLB platform – an adapted version of the new Q7's underpinnings.

With more extensive use of aluminium in its structure, a 100kg weight saving is expected, along with an array of new fuel-sipping four and six-cylinder engines. A plug-in A4 e-tron will be offered for the first time, too, with a 30-mile electric-only range and economy of well over 100mpg.

According to head of technical development, Dr Ulrich Hackenberg, it won't be let down by the way it drives, either: "The steering is a lot better, there's more feedback and there's less friction so the wheel returns smoothly to the centre," he told us.



Bosses claim driveability will be massively improved



BMW considering pumped

■ Total power upgrade to 450bhp targeted ■ Potential 0-62mph time of 4.4 seconds

■ EXCLUSIVE IMAGE

"The model could take as much as an extra 300bhp, although a more modest increase is likely"



Shane O'Donoghue

AE BMW is working on an even hotter version of its i8 hybrid sports car, Auto Express has learned. Insiders have confirmed that the higher-performance i8 could be launched as soon as next year, in time to celebrate the firm's centenary, and our exclusive image shows how it could look.

According to our source, engineers at BMW's 'i' division are keen to showcase the capabilities of the i8's

lightweight carbon fibre structure and its plug-in hybrid drivetrain, and claim that the model could take as much as an extra 300bhp, although a more modest increase is expected.

At present, the i8 is powered by a combination of a turbocharged 1.5-litre three-cylinder petrol engine and an electric motor, with a maximum combined power output of 357bhp and 570Nm of torque. Its official performance figures are

0-62mph in 4.4 seconds and a top speed of 155mph. Extra performance is expected to come from an upgraded petrol engine, not the electric propulsion system.

The petrol engine currently makes 228bhp – already quite a stretch for a three-cylinder unit – so BMW is believed to be testing a new configuration using a 2.0-litre four-cylinder petrol engine producing well over 300bhp, taking power to around 450bhp. It is understood that a 0-62mph

time of under four seconds is the target. A larger engine will clearly add weight, but BMW will counteract that with unpainted carbon fibre body panels and possibly even a stripped-out two-seat-only interior to try to maintain the i8's 1,485kg kerbweight.

BMW has been monitoring the success of Ferrari and Aston Martin in creating high-priced, low volume special edition vehicles for well heeled enthusiasts and is keen to tap into the market. Hence it is highly likely

Peugeot 308 GTi out in the open

PEUGEOT has confirmed the new 308 GTi will make its debut at the Goodwood Festival of Speed later this month – but we've seen it already. Snapped in a French car park, before being posted online, this picture shows how the GTi will differ from the warm 308 GT.

Styling upgrades include larger alloys, a deeper front lip spoiler and side skirts, and chunky dual exhaust tips housed in a diffuser-style bumper insert. Suspension tweaks, uprated brakes and a Torsen limited-slip differential are also expected to help manage the hike in power over the GT model. The GTi is likely to use the same 266bhp 1.6-litre

four-cylinder turbocharged engine as the RCZ R, and will take on the likes of the 276bhp SEAT Leon Cupra, VW Golf GTI and 247bhp Ford Focus ST.

It will be offered strictly with a six-speed manual gearbox and front-wheel drive, but future sports models from the brand will be made available with a new eight-speed auto currently under development.

We expect the GTi to kick off from around £26,000 when it goes on sale later this year, but it might not be the firm's hottest hatch for long. The 493bhp 308 R HYbrid concept was seen at April's Shanghai Motor Show, and is currently being considered for production.

LAID BARE
New 308 GTi was snapped in car park prior to its debut at Goodwood Festival of Speed



d up, lightweight i8

Milos Dvorak



Bigger wheels, wider and lower body and an integrated rear wing will mark distinctive new model out

the new version of the i8 will be given a distinct appearance from the normal car. Our image shows how the makeover could bring wider and lower bodywork, bigger wheels and brakes and an integrated rear wing inspired by the recent BMW 3.0 CLS Hommage concept.

Whatever form the hot i8 takes, it won't come under the remit of the M brand, as the company has stated that 'i' and 'M' will never mix.



Stephanie Tevas

And new i5 is ready to take on Tesla Model S



Shane O'Donoghue

AS well as pumping up its flagship i8 sports car, BMW will preview the third new model from its 'i' division in 2016, an inside source has revealed. Believed to be badged i5, the newcomer will be shown initially in concept form in 2016, with a full production model following in 2017.

The i5 is expected to be a 5 Series-sized saloon – pitched as a direct rival for the successful Tesla Model S – and will be designed to complement the i3 city car and hot i8. It should use a similar pricing structure to the Model S, too, with the range starting at around £60,000.

While rumours suggested the third BMW i model would be showroom-ready in 2016, a slightly longer gestation period is thought to be due to the brand's desire to compete with both the performance and range of the five-door Tesla. The 'i' division

is already investigating new battery tech with Panasonic and Samsung. Like the Model S, the i5 will be a large, luxurious five-door, five-seat family car with plenty of luggage space – not a million miles away from the current 5 Series Gran Turismo.

However, unlike the pure-electric Tesla, it's likely that the i5 will be offered in plug-in hybrid guise only to start with, with an EV to follow. BMW presented the 'Power eDrive' prototype (pictured) last year with over 670bhp from a 2.0-litre four-cylinder petrol engine and a modified version of the i3's electric motor, which is now expected to form the basis of the i5's drivetrain.

Our inside source also confirmed that although BMW now has access to Toyota's hydrogen fuel cell R&D, it's still two full model cycles away from deploying fuel cell technology in a full production car.

"The BMW i5 will be a large, luxurious five-door, five-seat family car with plenty of luggage space"

Next 7 Series light show

BMW has released the first official image of the all-new 7 Series. Unfortunately, it only shows a tail-light and the badge for the long-wheelbase 750 Li. The new model is set to be revealed to the world on 10 June, although we drove a camouflaged prototype in April.

It was then that we learned BMW is planning to knock the Mercedes S-Class off its luxury car perch with autonomous driving features, extensive use of carbon fibre and a 130kg weight reduction, while adding yet more quality inside.



news in brief

SPIED



Automedia

'Production-ready' Skoda SUV on test

SKODA'S large SUV's 2016 launch is edging closer, and our spy shot (above) shows the latest test mule, wearing a stretched Yeti body, on the road. This is the first time it's been spotted with camouflage – hiding a front end featuring Skoda's family face.

Sources at the brand told us the seven-seater will take on the Hyundai Santa Fe, with a spacious layout, practical touches and a range of efficient four-cylinder engines, but will also feature class-leading off-road ability.

End of the road in UK for VW Phaeton

VOLKSWAGEN has announced its Phaeton luxury car has been axed in the UK. A spokesperson confirmed it will be withdrawn "in its current form" due to impending Euro 6 emissions legislations, but an all-new model, set to launch in 2017, will go on sale here.

The new car's look will be inspired by the recent C Coupé GTE concept, which starred at April's Shanghai Motor Show.

Land Rover bids to end pothole shock

CRASHING into potholes could soon become a thing of the past, thanks to revolutionary new technology under development by Land Rover.

The system, trialling in a research version of a Range Rover Evoque (below), uses sensors and cameras to scan roads and identify potholes. It warns the driver and adjusts the suspension to deal with the jolt. The tech can even post details of the hole to online community server The Cloud to help warn drivers.





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**NEW MG6 Fuel Consumption mpg (l/100km): Urban: 52.3 (5.4), Extra Urban: 68.8 (4.1), Combined: 61.4 (4.6) CO2 Emissions 119 g/km.
MG3 Fuel consumption mpg (l/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.**

Models shown. NEW MG6 DTi-TECH TL in Passion Red at £17,995. MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. "From" prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. *Conditional Sale. 0% APR representative available on selected New MG6 models until 1st July 2015. A minimum deposit of 50% of the cash OTR price applies. Finance by MG Financial Services, a trading style of GMAC UK plc, PO Box 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. Please see your local dealer for details. Full details also available at www.mg.co.uk/offers

Ban on smoking in cars with kids from October

■ Offenders face £50 fine in England and Wales from autumn ■ But still no smoking ban in Scotland

■ OFFICIAL



OUTLAWED

New laws aim to protect kids from passive smoking

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@AE_Consumer

SMOKING in cars when children are on board will be illegal across England and Wales from 1 October, with drivers caught flouting the ban facing a £50 fine.

Members of the Welsh Assembly voted overwhelmingly in favour of the new law last week, after Westminster MPs had backed a ban on smoking in cars in the presence of under-18s in England in February. Welsh First Minister Carwyn Jones said: "We know second-hand smoke is bad for children and health, and children don't have the choice to sit in a car or not when someone is smoking."

Police will enforce the legislation with visual checks, in the same way they crack down on motorists breaking the law by using a mobile phone while driving.

Four years ago, the Fresh Start campaign was launched in Wales, aiming to educate and encourage drivers to resist smoking

at the wheel in the presence of youngsters. The number of drivers who took heed of the advice increased from 71 to 76 per cent.

Mark Drakeford, Health and Social Services Minister for Wales, backed the ban, claiming smoking in cars was a "bad habit", creating long-term damage that could be avoided. He supported the decision to "use the law to close that last remaining gap".

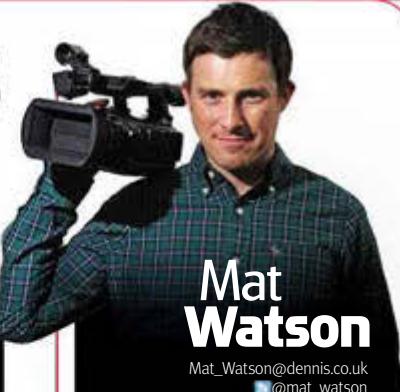
Maureen Watt, Minister for Public Health in Scotland, recently announced her support for a Scottish bill to outlaw smoking in cars when children are present. A date has yet to be set for deliberation of the bill, proposed by MSP Jim Hume before Christmas, but it's likely to receive popular backing, after Scotland's commitment to halve the number of children affected by passive smoking by 2020.

Northern Ireland is now the only country in the UK not planning legislation, although charity Northern Ireland Chest Heart & Stroke (NICHS) is campaigning to get a ban added to an existing Health Bill proposal.

BANNED WALES Members of Welsh Assembly last week passed a ban on smoking in cars. First Minister Carwyn Jones cited the long-term damage caused by passive smoking

BANNED ENGLAND It was the first country to introduce a smoking ban in cars with under-18s present when MPs passed a similar law back in February

NOT BANNED SCOTLAND It has still to introduce a similar law. While a bill has been proposed, a date has yet to be proposed for its hearing in the Scottish Parliament



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Video watch

AT autoexpress.co.uk/videos this week, we have a review of the new turbo Ferrari 488, plus a guide to BMW's latest X1.

First drive report on Ferrari 488 GTB



WE already know the new Ferrari 488 GTB will be quicker than the 458 Italia it replaces. Yet the big question is, has the switch from a naturally aspirated 4.5-litre V8 to a twin-turbo 3.9-litre V8 robbed the car of some character not only in its power delivery, but perhaps more importantly the noise it makes? Read our first drive on Page 34, then watch our video – and turn up the sound...

More stylish new BMW X1 revealed



THE original X1 was always a bit of a compromise. Being loosely based on a 3 Series constrained its dimensions, and the long bonnet meant it looked more like a jacked-up estate than a small SUV. But BMW's based this new X1 on the MINI, and it's set to be more stylish and practical. Join us for a first look round this interesting new car.

You can watch any of our videos on your phone
Simply scan this QR code.



Reborn TVR plans 'awesome' coupé

TVR is back, and is set to reveal its first new model for over a decade. Chairman Les Edgar told Auto Express it needed to "tackle the demons of the past" and create an "awesome looking, lightweight sports car" for the 21st century.

The four-model line-up will kick off with a new 1,100kg two-seat coupé, then a roadster, a higher-performance car and a lightweight racer specifically designed for a one-make series. All will use the same scalable platform, plus a Cosworth-sourced V8 – although Edgar said four-cylinder turbos were "not out of the question" in future – with design input from engineering authority Gordon Murray.

Edgar insisted TVR will remain a British brand, but hinted Blackpool and its history was no longer relevant. He added: "The skill set is probably in the Midlands," although he wouldn't confirm where the new model would be made. We were told it's in the final stages of design, with the first concept almost bolted down. Edgar said to expect pictures by the end of 2015, with a launch early next year.



RETURN Edgar (left) eyeing four-car TVR range, with help of Gordon Murray, in a bid to return to glory days of Tuscan





We get behind the stories that affect you



Mike couldn't believe his eyes when he saw rust on weeks-old Dacia

Rusty Duster owner bailed out by dealer

CASE STUDY Dealer steps in after Dacia refuses to help reader when corrosion quickly appears on SUV**AE Joe Finnerty**

DACIA has made an impressive start to life in the UK, building strong sales for its Logan MCV, Duster and Sandero with owners delighted by their practicality and value.

But do those lower costs impact on build quality? Reader Mike Madden, from High Peak, Derbyshire, certainly thinks so, having found rust on the underside of his Duster just weeks after buying it from the local franchised Dacia dealership.

The car was originally returned to the dealer for a faulty tyre pressure sensor, and it was while it was parked up on his driveway waiting for collection that Mike was shocked to notice the rust.

"The fact is, the rust that I can see is extensive, and I don't know what I can't see," he said. "I'd happily take a replacement of the same model without the rust."

The car was taken back by Dacia to investigate, and Mike was given a Renault Clio as a courtesy car. However, after several weeks, the brand told Mike it wouldn't be giving him a new car or doing any repairs.

Auto Express felt this wasn't right, as the Duster had covered only a handful of miles. Mike was well within his rights to expect showroom quality.

However, when we spoke to Dacia, it stuck to its guns. It wouldn't accept a

SHOCKED
Mike noticed
corrosion on
the underside
of his brand
new Duster



"Duster had covered only a handful of miles. Mike was within his rights to expect showroom quality"

rejection or find Mike a new car. Its spokesman said: "Some surface corrosion was found on certain mechanical underbody components. This does not affect the performance or durability of these parts.

"Paint protection is applied to all of a vehicle's bodywork to ensure the finish and

durability of the body panels. However, mechanical components, such as driveshafts, suspension and axles, are designed to be durable without the requirement of paint protection.

"Surface corrosion to mechanical underbody components can be more evident on vehicles with a higher level of ground clearance and can be seen on other manufacturers' vehicles."

Fortunately for Mike, his dealer decided to support him and agreed to take the car back and refund him the money.

Mike said: "It's great the dealer has taken this stance and it's good for its reputation."



The way we buy cars in the UK is evolving, but the power of the dealership remains

AS cars continue to develop at a furious pace, it's only natural that dealers and the way we buy cars evolve, too. Forecourts are becoming a thing of the past, with glitzy showrooms in shopping centres the latest craze.

The ever-innovative Tesla brand led the way, and Hyundai soon followed suit with its Rockar outlet at Kent's Bluewater Shopping Centre.

It opened to customers back in December 2014, and after its first six months has revealed some of the trends that go against the conventional car buying stereotypes.

Interestingly, 21-year-olds have made up 18 per cent of Rockar sales, while 84 per cent of all buyers have bought a car on a Personal Contract Purchase (PCP) finance deal – showing how the younger generation feel about car ownership. Buying a car has become akin to taking out a mobile phone contract for many.

It's fair to say that doing a deal on a car has been a male-dominated environment in the past, but that's changing, too. Rockar told us 60 per cent of its customers have been women, and that, I suspect, makes it one of the few motor retailers in the country with a female dominance.

Appealing to women buyers is something that manufacturers will have to consider more than ever, and given the success of the shopping centre experiment so far, it's likely we'll see more and more brands heading down this route.

The main concern is losing the personal touch offered by dealers. I hope there's room for the best dealers in the future of the industry, because as our lead case this week shows (left), they can be invaluable.

Joe_Finnerty@dennis.co.uk
@AE_Consumer

"We'll see more and more brands heading down the shopping centre showroom route"



Forecourts in remote areas can claim back discount via Treasury

Island fuel discount spreads to mainland

■ Remote islands' 5p-per-litre saving extended to 17 rural areas

AE Joe Finnerty

SINCE March 2012, motorists in remote islands have had 5p per litre knocked off petrol and diesel costs, with forecourts able to claim the money back via the Treasury.

And now, that privilege has been extended to 17 new mainland areas, with around 125,000 drivers in parts of Cumbria, Northumberland, North Yorkshire, Devon, the Highlands and Argyll and Bute eligible.

Damian Hinds, exchequer secretary to the Treasury, said: "Fuel is often more expensive in very rural zones, even though cars are more of a necessity."

"However, people in 17 areas ranging from the Highlands to Devon will now be able to buy cheaper fuel, making travelling to work and school far easier."

Motoring organisations have welcomed the extension, but called on the Government to do more.

RAC Foundation director Steve Gooding said: "This is good news for thousands of drivers living in the farthest reaches of the UK, but they are not alone in worrying about fuel prices – so do the rest of the country's 37 million drivers."

"The big question is: what will happen in the emergency Budget on 8 July? Most motorists will hope that, at the very least, the Chancellor sticks to his pre-Election promise of keeping fuel duty frozen."



LEGAL EXPERT

Joanne Lezmore
Solicitor
www.consumer-genie.co.uk

■ **WHY bother paying for a car on a credit card when you'll incur a handling fee? Well, if you buy goods between £100 and £30,000 and there's a breach of contract or the goods were misrepresented – and the trader refuses to help – under Section 75 of the Consumer Credit Act 1974, you can claim against the credit card provider.**

Plus, if the card provider refuses the claim, rather than going to court, you can refer it to the free Financial Ombudsman service. It's useful protection against a trader that shuts down or goes into liquidation, too.

A claim against a credit card provider can only be made if you've got a valid legal case against the vehicle seller – for example, if you're sold a car with a false 'full service history'. But the card provider is liable for the full claim, no matter how much you paid on it, too.

For instance, if the engine in your new £28,000 car blows up after four months and you've paid just £50 on your credit card, the provider is liable for the full repair cost if the fault was there at manufacture.

Likewise, a claim can be made under Section 75 if you've purchased the car on finance. But bear in mind that the same does not apply on Hire Purchase contracts.

Useful Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal

AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct:
0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections

AA: 0800 085 3007

RAC: 0800 085 2529

Technical advice

AA: 0870 606 1619 (m)

Driving licences

Dvla: 0300 790 6801

Car registration/history

HPI: 01722 422422

AA: 0800 316 3564

Dvla: 0300 790 6802

RAC: 0800 975 5867

Traffic information

AA: 09003 401100 (p)

RAC: 09003 444999 (p)

Problems with dealers

Motor Codes:

0800 692 0825

RMIF: 0845 839 9205 (m)

Scottish Motor Trade Association: 0131 331 5510

Problems with makers

Motor Codes: 0800 692 0825

Financial problems

Financial Ombudsman:

0800 023 4567

Safety concerns/recalls

Vehicle and Operator Services Agency (VOSA):

0117 954 3300



Inbox What do you think?

Contact **Lawrence Allan**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

HOT TOPIC New XC90 vs Discovery

FROM: chinacarguy THIS Volvo is an excellent all-wheel-drive MPV, not an off-roader, as it would struggle with a grassy slope. It fits the new trend for SUVs, with the new Audi Q7 being a similar sort of vehicle. This is why the Disco has never been an SUV, but rather a real luxury 4x4.

FROM: Kamelo I VERY much liked the look of the XC90 when it was seen for the first time last year. But time has done it no favours, and I'm a little bored with the design already. The lights may be nice, but I'm not going to pay £50,000 for it. I'd wait for the Discovery 5.



HEAD-TO-HEAD
Readers split on whether they would have XC90 or a Discovery

Join the debate at www.autoexpress.co.uk

■ "The Disco has aged well; it's desirable even after a decade. I hope they don't water it down like Volvo has with the XC90." **CamDeMon**

■ "The Volvo really isn't an SUV; it's an estate. It offers nothing that a Land Rover can do when going off-road." **Jame May**

■ "Most Discos don't go off-road on an everyday basis. The XC90 is perfectly capable of dealing with the needs of most." **Kelveron**

Kahn's take on Aston is absolutely tasteless

FROM: Samuel Brooks AM I the only one who thinks the Kahn Vengeance is sacrilege? The company's taken a timeless Aston shape and fitted it with lights that look like an Alfa MiTo's and a grille that looks like a Jeep's. Good taste matters less than exclusivity for some people.

Daytime running lights are essential

FROM: Ron Morgan AS an 86-year-old veteran and a long-time subscriber to Auto Express, I would be grateful if you could remind the driving public that it is as important to be seen as well as being able to see others. Bless DRLs for their part in doing so.

Time to rethink the entire VED system

FROM: Peter Colligan THE current VED system is badly flawed and in need of a major overhaul. With an increasing number of cars exempt, it's grossly unfair the tax burden should fall on those who are unable to drive vehicles which are exempt. The Government should scrap it or come up with a fairer system.

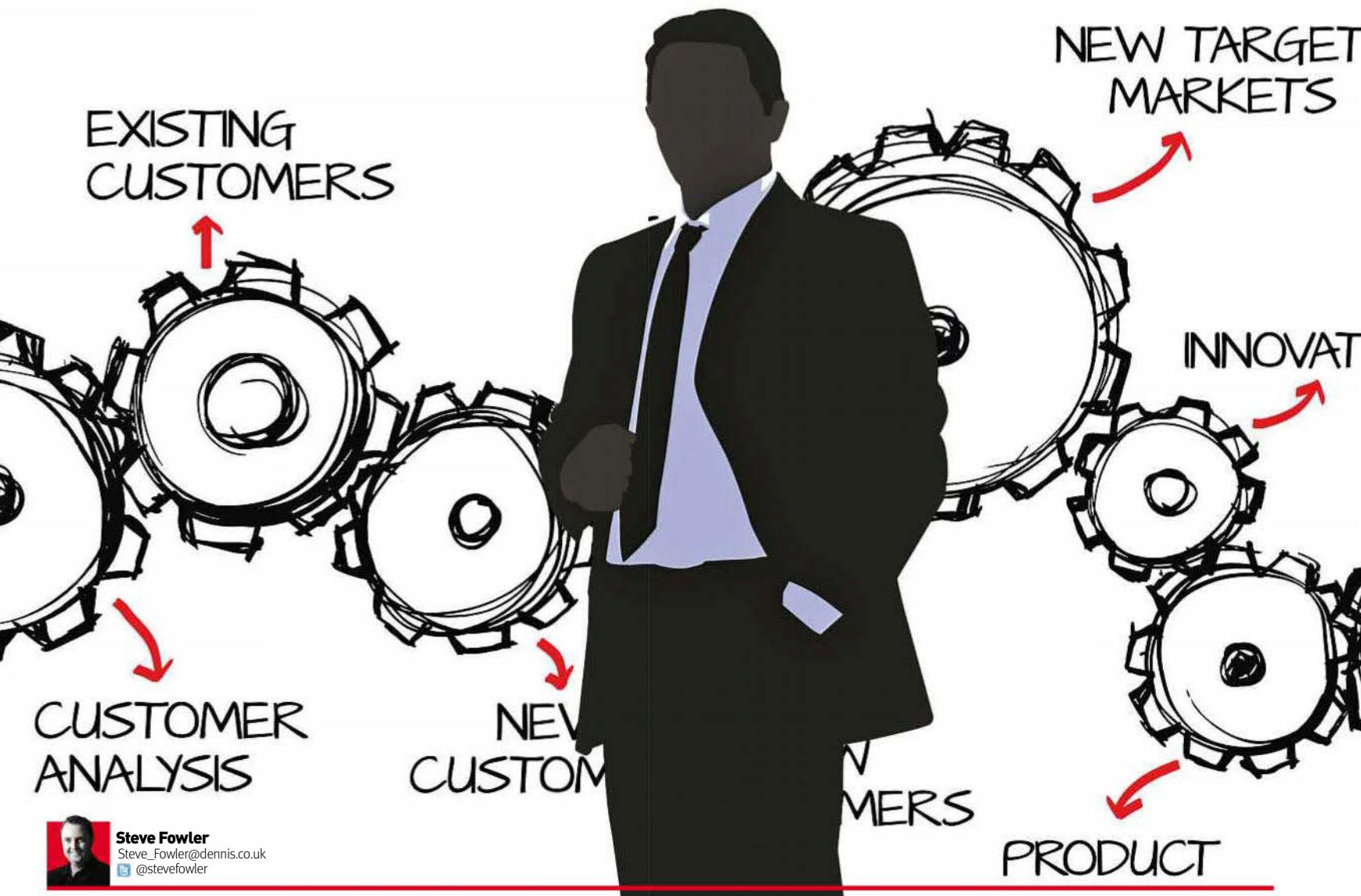
New MX-5 should have summer release date

FROM: Peter Colligan MAZDA has now opened its order books for the new MX-5 roadster. There will undoubtedly be a mad rush to buy one, yet first deliveries are strangely expected in late September. I can't help but think that Mazda has shot itself in the foot. Why not make it available in time for summer?



Tackling the motoring issues that matter

WHY BRITS TOP GLO



Steve Fowler

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@stevefowler

AE “BRITS certainly over-index in the car business,” says Stephen Odell, Ford’s executive vice-president of global marketing, sales and service, and the number one Brit in last year’s Auto Express Brit List.

Now in its fourth year, and with 2015’s results about to be revealed, our Brit List has become one of the most important countdowns of the motoring year, highlighting the huge amount of talent Britain contributes to the global car business. And, as Odell points out, we punch above our weight when it comes to senior execs working in the many specialities in the car business across the entire world.

To find out what makes Brits ‘over-index’, we teamed up with Brit List judge Chris Donkin, from leadership and talent firm Korn Ferry, to assess the leadership characteristics of the successful executives on the 2014 Brit List.

Each Brit List member was asked to complete Korn Ferry’s Four Dimensional Leadership Assessment, measuring them against a number of key leadership competencies, traits and drivers, which were then compared as a group with benchmark scores for senior execs across other industries worldwide. The fascinating



“Brits are good communicators but, just as important, we’re good listeners”

STEPHEN ODELL
Ford

results reveal what it takes to lead in the global car business, with four specific areas where our Brit List group outpaces global leaders in other businesses: courage, inspiration, managing ambiguity and persuasion.

Last year’s Brit List winner Odell explains why he thinks Brits are so successful: “It goes back to British culture and our education system,” he says. “We have a natural curiosity and a desire to learn. Brits are good communicators, but, just as importantly, we’re good listeners.”

That curiosity is something that Donkin, who has helped to place a number of those on the Brit List in their top jobs, highlights as a key competency. “You need to be passionate about the business,” he says. “There’s huge scale and complexity to the car business – from the sketch pad to the showroom – and you’ve got to find that interesting. You’ve got to have an enquiring mind.”

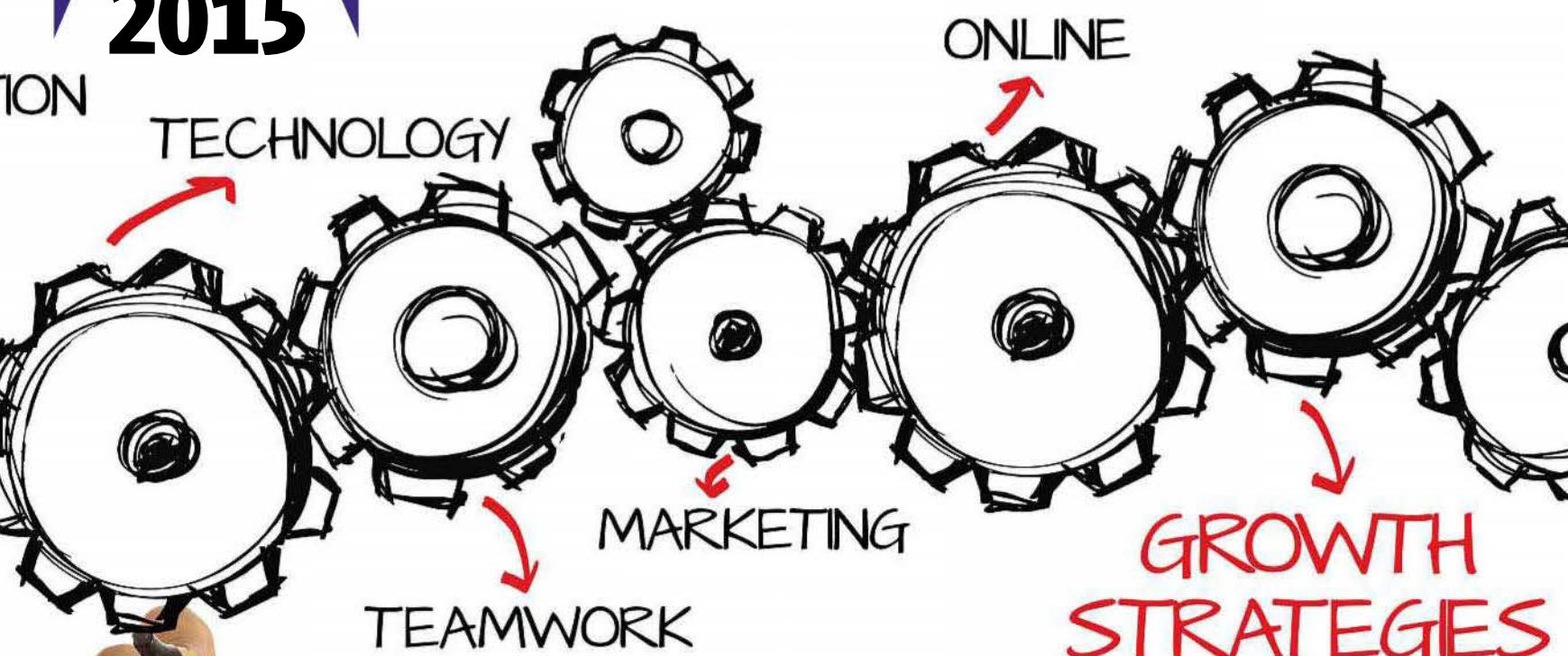
According to the Korn Ferry assessment, another important leadership trait is courage. “It’s about stepping up to address difficult issues and readily tackling tough assignments,” explains Donkin. “It means saying what needs to be said, and being willing to champion an idea

BAL CAR INDUSTRY



WHAT DOES IT TAKE TO REACH THE VERY TOP?

Why do so many Brits occupy major posts in the global car business, influencing the cars the world buys and how they're bought? We investigate



"You need to be passionate about the business, and you must have an enquiring mind"

CHRIS DONKIN
Korn Ferry

or a position despite dissent or political risk." That's important in an industry where the sheer numbers mean many decisions are high-risk. With the industry more dynamic than ever, key decisions have a major impact.

Our first ever Brit List winner, Andy Palmer – now the CEO of Aston Martin – has a clear view on decision-making: "As an engineer, my reflex is to always make decisions that are backed by data. That said, I think the creativity and daring of the British car business have spawned generations of leaders who are comfortable allowing their instincts to challenge the data. Whether it was in F1, the original Mini, the Range Rover or the Nissan Qashqai, the UK has been fertile ground for many product breakthroughs."

And breakthroughs in other countries are led by Brits. Ian Robertson, who topped our second Brit List in 2013, has driven BMW's i project. The company's bold decision to push ahead has paid dividends, with the technology in the i3 and i8 now finding its way into the rest of the range.

A rising star in the Brit List is Nissan's Paul Willcox, currently chairman of Nissan Europe, who thinks that the British management style can lead to quicker decisions,



GROWTH STRATEGIES

"The UK has been fertile ground for many product breakthroughs"

ANDY PALMER
Aston Martin



too. "Cultural differences can dictate the perception of courageousness," he says. "Other cultures can be more inclusive in terms of decision-making, while the British are often more direct and to the point – we are less committee-driven. This doesn't mean courageous decisions are not taken in other cultures or by committees, but it means the time taken to make them can be longer and the number of individuals involved can be greater."

Korn Ferry's leadership analysis also marked the Brit List talent out for its ability to engage and inspire, creating a climate that motivates people to do their best to achieve



objectives. As Donkin puts it: "It's about setting a vision and purpose and driving engagement. Many senior execs are leading multi-cultural teams, and the ability to engage and communicate clearly is a core trait. Innovation is about creating a culture that inspires people."

Linda Jackson moved from boss of Citroen UK to global head of the brand last year. "In my experience, many of the senior British colleagues I've worked with have been keen to emphasise the importance of a positive and rewarding 'team spirit', " she explains. "The strategy and goals have to be clear first, but then there's a sense of 'all being in it together' overlaying the cold, hard objectives."

"It's about creating the conditions for the team to engage with the 'vision', and rewarding and recognising achievements along the way. Personally, I think it's so important to give people space to express themselves, to allow them to be creative and to encourage personal responsibility for delivering success."

Mark Adams is GM's head of design for Vauxhall and Opel. Having spent time in the US, he returned to Europe to head up the team that has produced, among other exciting designs for GM, the new Astra (revealed on Page 12). He tells us: "I don't think we Brits are natural conformists and in general we like to challenge the norm. With this comes a natural curiosity, creativity and strong desire for innovation."

"I guess the automotive world is a natural place for this to flourish since it's a highly challenging industry, with extremely complex vehicles that have lots of legislation and other restrictions imposed on them. I personally like these challenges because, when you find ways to succeed within such tough restrictions, it is extremely satisfying."

Managing ambiguity is another strong characteristic identified by Korn Ferry's assessment of the Brit List, and it is increasingly important in today's car world. "It's about operating effectively even when things aren't certain or the way forward is not clear," explains Chris Donkin. "The best executives are agile and adaptive. They're comfortable with the uncertainty of change. That's more difficult with the rate of change accelerating, with disruptive technologies and



"We Brits are not conformists, we like to challenge the norm"

MARK ADAMS
GM

"My early career as a press officer taught me key lessons"

SIMON SPROULE
Aston Martin

changes in consumer behaviour rewriting the rules of the industry, but that makes it interesting and challenging."

Finally, there's persuasion, which Donkin describes as the ability to use compelling arguments to gain the support and commitment of others. "It's no longer good enough to bang the table to get your way," he says. "With an increasing number of joint ventures, many people around the table might not even work for you! Leadership is about inspiring and not dictating. Or, as one industry exec once memorably described it, 'the gentle art of letting people have it your way'."

Simon Sproule is one of the industry's top communicators. He's headed up communications for Nissan and Tesla, and is now busy reinvigorating Aston Martin as director of global marketing and communications, alongside Andy Palmer. Sproule credits the toughness of the UK market as a great grounding for his own success. "I always think of my early career as a press officer dealing with 'Fleet Street' as invaluable for my development in global communications. It was brutal and bruising at times, but it taught me lessons about communications that I took around the world."

In fact, working in Britain has huge benefits according to GM's Duncan Aldred. Having been chairman and managing director of Vauxhall, Aldred now works out of the US where he's responsible for the massive Buick brand across the world, as well as GMC in the US. "The UK is probably the most sophisticated car market in the world," he tells us. "And if you can sell a car in the UK, you can sell anywhere."

There are other important attributes for a leader in today's car industry, according to Donkin. "More than ever these days, you've got to be globally aware, be prepared to travel and have a willingness to embrace other cultures. Brits do that especially well."

So the gauntlet is thrown down for the next generation of leaders, and our panel (right) explains what they'll need to succeed in the business. "The car industry in the UK is thriving," says Donkin. "There's never been a better time to consider a career in the car business."

But, as the Brit List 2015 will reveal, the talent currently at the top of the industry is formidable.

"It's important to give people the space to express themselves, to allow them to be creative and to take responsibility"

LINDA JACKSON
Citroen



HOW TO GET INTO THE CAR BUSINESS



WITH a thriving car industry, opportunities have never been greater. But the competition for those opportunities has never been greater, either. So what's the best advice for anyone currently in education looking to get into the business?

"There's an endless variety of roles that makes getting in ever-more competitive," says Mike Hawes, chief executive of the Society of Motor Manufacturers and Traders. "But as well as getting good grades in exams, like maths and sciences if you're aiming for engineering, you've got to demonstrate your skills in your CV. If you want to get into marketing, you've got to show you can write and be creative. You've got to show confidence, too, rather than arrogance."

"Across all sectors we want to get people involved, so consider the supply chain, not just car manufacturers – there's a huge amount of innovation out there, too."

The number of apprenticeships is on the rise as well. But there are important factors other than academic qualifications, as Rolls-Royce's Andrew Ball tells us: "We look for a breadth of qualifications and a minimum number of five GCSEs. But just as important is the type of person – we want people who understand Rolls-Royce and show a keenness in our business. And it's not always somebody's first job." In fact, Sam Blackwell – one of the apprentices who presented to the Prime Minister on his recent trip to Rolls HQ at Goodwood, West Sussex (above) – used to work in the local Co-Op.

Paul Mascarenas, International Federation of Automotive Engineers (FISITA) president, is excited by the opportunities as the industry transforms into one for the connected generation. "The best advice is to focus on science, technology, engineering and mathematics," he says. "With support in choosing the right further education course to suit the individual's aspiration and a will to succeed, the automotive sector is a perfect career choice."

Chris Donkin from Korn Ferry may be responsible for placing top execs in the industry, but he has good advice for those just starting their careers, too: "A degree qualification will give you an opportunity to enter a graduate training programme, but there are other ways to enter the industry."

"Always look to build a broad career early on with a wide range of experiences across different functions – it'll also help you build vital contacts."

"We at Rolls-Royce look for a breadth of qualifications, but the type of person is important, too"



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Renault Kadjar

FIRST DRIVE New SUV blends Qashqai underpinnings and French style to dazzling effect



Mat Watson

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@mat_watson

RENAULT has often been an innovator of new vehicles – after all, it created the compact MPV class with the Scenic. But the company has moved at an escargot's pace to exploit the rapidly growing crossover market, while its Alliance partner Nissan has been harvesting huge profits for years from its class-leading Qashqai.

In 2013, Renault finally got its act together and released the Clio-based Captur, which has been a hit with around 30,000 sales in the UK to date. But it's that car's bigger brother – the Kadjar – which promises to reap bigger rewards. Set to hit Britain in September, it will take on the Peugeot 3008, Volkswagen Tiguan and, of course, the market-dominating Qashqai.

The Kadjar uses the same modular platform as the Qashqai. In fact, some of the parts are even made at Nissan's Sunderland plant, then shipped to Spain

where the Renault is built. It also shares suspension, tyres, gearboxes and engines with its Japanese sister, giving the Renault a great start in life, because, unsurprisingly, it feels pretty much identical to drive.

While you'd never describe it as fun, the Kadjar is very competent. With precise steering and grippy, confident handling, it is more than up to the task that any buyers will ask of it. Visibility is good, and combined with light, precise controls, this makes the Kadjar relatively easy to manoeuvre in town, and ideal for both the school run and commuting.

This is also helped by the fact it rides well, thanks to supple suspension that soaks up lumps and bumps. Only on really broken surfaces does it start to lose composure and fidget about. This is a car which strikes the perfect balance between

comfort and handling, making you feel sufficiently connected to the road to be able to tell what's going on underneath you, but not so connected it becomes tiresome.

Interestingly, the Kadjar doesn't feature the Active Body Control that Nissan uses to stabilise its car in undulating bumps. That system uses the ABS to nibble at the rear brakes, but Renault's engineers thought such gadgetry unnecessary – and our first impression is that they are right.

They clearly believed the entry-level 1.2-litre turbo petrol needed a bit more power, too, as here in the Kadjar it has 128bhp – 15bhp more than in the Qashqai. While it's not a huge leap, it does make the car feel more sprightly and cuts the 0-62mph time by almost a second, yet delivers the same 50.4mpg in the base-spec Expression+

Performance

0-62mph/top speed
10.1 seconds/119mph



Running costs

48.7mpg (official)
£66 fill-up



"It shares suspension, gearboxes and engines with the Qashqai, meaning it feels identical to drive"


**NEED TO
KNOW**

The Kadjar is available with a range of petrol and diesel engines, and the most economical 1.5-litre dCi will do 74mpg and emit 99g/km of CO₂

Essentials
Renault Kadjar TCe 130

Price: £21,695
Engine: 1.2-litre 4cyl turbo petrol
Power: 128bhp
Transmission: Six-speed manual, Front-wheel drive
0-62mph: 10.1 seconds
Top speed: 119mph
Economy: 48.7mpg
CO₂: 130g/km

ON SALE Now


Turbo petrol feels more sprightly than in Qashqai



Cabin is top quality, but panoramic roof eats into headroom


**NEED
TO KNOW**

Although based on the Sunderland-built Nissan Qashqai, the Kadjar is put together in a factory in Spain

model. For those who will mainly be driving in town, the Kadjar 1.2 TCe will do the job just fine. Maximum torque is available from 2,000rpm, meaning it's got sufficient get-up-and-go for nipping about the city, and it feels agile enough in the process, too.

But buyers doing more miles will be better off with one of the two diesels on offer: a 1.5-litre or a 1.6-litre. The latter has plenty of pulling power and is perfect for those wanting to tow (a retractable tow bar is available as an option) or do a little off-roading, as you can get it with an all-wheel-drive system that can send up to 50 per cent of the power to the rear wheels. The big seller, however, will be the 1.5-litre dCi. It can do 74mpg and emits just 99g/km of CO₂. Plus, you can get it with a dual-clutch automatic gearbox, making town driving simple. What's more, it'll still achieve those impressive fuel economy figures.

Both diesels also deliver more mid-range punch than the 1.2-litre petrol, which at



QUALITY
Interior looks great with plenty of soft-touch materials and sporty design

higher speeds starts to feel a bit stretched, requiring you to change down a gear or two to overtake. And when accelerating in higher gears, the little turbo makes a faint whining sound like there's a balloon being deflated under the bonnet, which spoils the ambience somewhat.

The Kadjar also suffers from slight wind whistle round the A-pillars, and there's noticeably more tyre roar from the 19-inch wheels on the range-topping Signature Nav we tested. Other models fitted with 17-inch wheels aren't so bad, and ride marginally better, too – something worth considering when deciding which trim to go for.

Still, the larger wheels look great, and overall the Kadjar is very stylish. While it may share most of its mechanicals with the Qashqai, almost everything you see and touch is unique, ensuring it has its own distinct French character.

For example, the interior design is more sporty and this extends to the graphics on its easy-to-read digital instrument cluster – they just seem to have a little more panache to them than those in the more generic Qashqai. Quality is impressive too, with soft-touch materials in your direct line of sight and a sturdy, robust feel to the switches.

It's also generously equipped. All but the entry-level car gets Renault's latest R-Link2 touchscreen infotainment system. This includes navigation and lets you download various apps for E-mail, social networking and weather updates – all from the R-Link store. But it's the exterior design that really sets the Kadjar apart from the pack.

Obviously, beauty is in the eye of the beholder, but in our opinion the Renault is one of the most distinctive soft-rovers out there. With its concept car-like nose, swooping side panels and sculptured rear lights, there is a distinct air of Gallic flair. It's

a brave move considering the Kadjar has been built as a global car that will spearhead Renault's attack on previously untapped markets such as China, but with more than the odd association with the already popular Clio, it looks on track to succeed.

Overall exterior dimensions are almost identical to the Nissan, apart from at the back where the Kadjar has marginally more rear overhang. This yields 42 litres more boot space than the Qashqai, with a total of

"The Kadjar is very stylish and has its own distinct French character"

472 litres with the seats up. There are some neat touches, too, such as a modular false floor. This features two panels that can be arranged vertically to divide up the space or – when fitted horizontally – raise the floor to create a flat load bay when the rear seats are folded. Unfortunately, these and the movable floor are only available on the two top-spec trim levels.

Our test vehicle was the most expensive Signature Nav trim. This includes full LED headlamps, 'signature' cloth and leather upholstery, a Bose stereo and a panoramic sunroof – which, while a nice feature, does eat into rear headroom slightly. Thankfully, there is still just about enough room in the back seats for a six-foot passenger to sit



INTERIOR
Digital dials are impressive, while there's space in rear for tall adults to sit behind six-footers

behind a similarly-sized driver. However, in this range-topping guise, the Kadjar does start to get a little bit pricey. At more than £20,000, it's considerably more expensive than the equivalent Mégane – although overall Renault claims that like-for-like, its car is still slightly cheaper yet better equipped than the Qashqai.

But a quick scour of the pricing and specifications reveals the difference is marginal, and unlikely to be the key deciding factor when choosing which of these siblings to go for. One thing is for sure, though: Renault may be rather late to the mid-sized crossover party – but what an entrance, as the Kadjar is undeniably one of the best soft-rovers money can buy.



Kadjar rides well, and strikes a pleasing compromise between handling and comfort



Verdict

THE new Renault Kadjar is every bit as good, if not slightly better, than the Nissan Qashqai, with which it shares many of its mechanicals. It's stylish, well built, offers decent practicality and is enjoyable to drive. This range-topping Signature Nav model with the 1.2-litre petrol wouldn't be our preferred combination, though – we expect this Renault to be even more compelling in a more affordable trim with a punchy diesel engine.



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Essentials

Ferrari 488 GTB

| | |
|-------------------|------------------------------------|
| Price: | £183,974 |
| Engine: | 3.9-litre V8 twin-turbo |
| Power/torque: | 660bhp/760Nm |
| Transmission: | Seven-speed auto, rear wheel drive |
| 0-62mph: | 3.0 seconds |
| Top speed: | 205mph |
| Economy: | 24.8mpg |
| CO ₂ : | 260g/km |



ON SALE September

AERO Bodywork changes have added 50 per cent more downforce over the 458 but haven't increased drag, helping emissions and economy, both of which are improved by around 10 per cent over the old car

HANDLING Handling is much less intimidating than before. Safe drifting is possible with a new side slip control system, which allows huge amounts of oversteer before safety systems intervene



Interior is mostly carried over from the 458 Italia, but binnacle now includes new information screens either side of the steering wheel



Steve Sutcliffe
mail@dennis.co.uk

WE know the new 660bhp Ferrari 488 GTB will be fast with a capital 'F'. But what we don't know is what it will sound like. And that's because, for the first time ever on a series production mid-engined Ferrari V8, the engine is turbocharged. And turbocharging usually has a dramatically silencing effect on engines – especially those with prancing horses on their cam covers.

Such a radical change wouldn't matter to most makers, but noise is the heart and soul of every Ferrari. That's why the Italian firm has probably spent more time trying to get the soundtrack right than on almost any other element of the 488.

To keep the emissions and economy socially acceptable, Maranello's engineers knew they had to go down the turbo route. But, at the same time, they knew they had to give the car an engine and exhaust note that would keep the customers happy.

So the \$64,000 question is: has Ferrari conjured enough magic out of the 488's new intake and exhaust systems to provide the

twin-turbo V8 with a noise that befits a replacement for the brilliant 458 Italia?

I'll answer that later. But in the meantime, what else is new and improved? Just about everything except the roof section.

The engine is a heavily modified version of the California T's 3.9-litre flat-crank V8, with higher boost pressure from its two turbos to give 660bhp and 760Nm of torque. The 458 offered 564bhp and 'just' 540Nm.

The 488 is 10kg lighter, while tweaks to its seven-speed dual-clutch box have cut shift times. The car develops 50 per cent more downforce than the regular 458, too, but generates no more drag. Emissions and economy are improved by about 10 per cent.

The aluminium chassis is basically the same, with a spaceframe, double wishbones all round and magnetic dampers, adjusted via the manettino switch on the steering wheel. New 20-inch alloys house

carbon ceramic brake discs and aluminium calipers, and wear new bespoke Michelin.

As there's so much more torque than before, Ferrari has restricted the flow of twist action in all but the highest gears. Engineers say that, as a result, the 488's acceleration feels more natural, and less obviously turbocharged. They also claim that, with no plateaus in the torque flow and the immediacy of response to the new twin-scroll turbos, the car almost feels like it's powered by an atmospheric engine.

Sure enough, on the move, you'd be hard pushed to tell the 488 is turbocharged, so fast and huge is the throttle response from seemingly any revs, in just about any gear. But, in answer to the all-important question I posed earlier, is the noise good enough?

In a word, yes. The 488 GTB sounds unmistakably like a V8 mid-engined Ferrari. True, its bark isn't quite as loud as a 458's,

"Handling is tidier than before... the torque flow lets you erupt out of corners with a whiff of wheelspin"

Ferrari

FIRST DRIVE Does the



NEED TO KNOW

Around 85 per cent of the 488 GTB is new over the 458 Italia. Any worries over the sound and power delivery from the new twin-turbo engine turn out to be unfounded



It may have seemed impossible to improve on the 458, but new car is a dynamic leap forward



i 488 GTB

new turbocharged engine dull the edge of Ferrari's finest?



EQUIPMENT Manettino switch controls transmission, traction and suspension settings. Alloys hide carbon ceramic brakes and wear new bespoke Michelin tyres



but it's still a very lovely sound, and the way that you can tailor the noise output via your right foot is a welcome addition.

Behind the new steering wheel, there are two new satellite digital screens either side and new-look air vents, but anyone who's ever driven a 458 will feel instantly at home.

The ride quality feels similar to a 458's, but better. The same goes for the sensational brakes, brilliant gearbox and slightly heavier yet still deliciously incisive steering.

The handling is also tidier than before. The torque flow management lets you erupt out of any corner with a whiff of wheelspin. With the traction control off, the second-generation side slip control allows a fair bit of drifting before it intervenes. Even with everything off, the car is so well balanced that the 458's intimidation factor is all but eliminated.

That's quite a mix of talents. So, although the 488 is turbocharged and doesn't sound quite as spine-tingling as the 458, it still represents a giant leap forwards for Ferrari.



Auto Express Verdict

ANYONE who was concerned about the turbocharged 488 GTB not being as pure or exciting to drive as its predecessor can rest easy. No, it doesn't sound quite as magnificent as a 458 Italia under full steam, but it's still more than good enough. And in all other respects the 488 is utterly sensational to drive, on the road or track, and, in the simplest of terms, it's also insanely fast. The best just got better, and by such an amount that even we are shocked.





Volkswagen Golf BlueMotion

FIRST DRIVE New TSI petrol version of eco hatch promises 65mpg. We see if it's better than diesel



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THE Volkswagen Golf is one of the UK's most popular cars, and has been ever since its launch back in the seventies. Last year, VW shifted 73,880 of them here – making it 2014's fourth best-selling car.

Since the seventh-generation model first hit showrooms in 2012, VW has been drip-feeding new versions. In recent months we've seen estate versions of the GTD and Golf R, as well as a four-wheel-drive Alltrack with raised suspension and a GTE plug-in hybrid capable of 166mpg. Not content to stop there, VW is now launching this TSI BlueMotion – its first Golf BlueMotion model with a petrol engine.

It's essentially a more powerful, turbocharged version of the three-cylinder unit in the up! city car, with VW claiming all the benefits of a diesel, but without the upfront price penalty. It starts from £19,740 on the road, meaning the

basic three-door is £1,695 less than the equivalent 1.6-litre BlueMotion diesel.

While that's slightly more than the thirstier £19,095 Ford Focus Zetec EcoBoost, it's quite a bit cheaper than the diesel-only BMW 116d EfficientDynamics (£22,560). The more practical five-door Golf BlueMotion commands a premium of £655, while Estate and SV versions are also available.

All cars are based on the popular Match specification, so they look like any other Golf on the road. However, like its diesel counterpart, the TSI BlueMotion petrol makes do without Adaptive Cruise Control and the Front Assist braking system – changes to the grille and aerodynamics don't allow for such functions.

That means 16-inch alloy wheels, manual air-con and Bluetooth connectivity

are standard, as well as VW's brilliant touchscreen infotainment system. Interior quality is right up there with the best in class, surpassed only by the VW Group's very own Audi A3.

Official figures suggest this new model will return 65.7mpg, while emitting just 99g/km of CO₂. That's no mean feat for a petrol-engined family car – let alone one with such a small-capacity three-cylinder engine. It'll appeal to company car drivers, too, as it falls into the lowly 14 per cent Benefit in Kind tax band and is exempt from the three per cent diesel surcharge.

The TDI BlueMotion is still available and offers greater efficiency, returning 88.3mpg and emitting 85g/km of CO₂, plus Benefit in Kind of 16 per cent, but with real-world running costs like this from the TSI, we'd

"Official figures suggest it will return 65.7mpg – no mean feat for a petrol-engined family car"





NEED TO KNOW
1.0 TSI has more power than original GTI, and more torque per litre than the current hot hatch



Eco petrol model comes as three or five-door, and has usual classy cabin

think twice before opting for the diesel. The economy improvements come courtesy of various chassis and component tweaks – including a 15mm lower ride height, aero grille, rear spoiler and underfloor panels. Low-rolling-resistance tyres also feature – all resulting in a 10 per cent improvement in aerodynamics over the standard Mk7 Golf. The engine is 15kg lighter than the equivalent four-cylinder petrol TSI, too, helping save weight and, as a result, fuel.

But don't think all this results in sluggish progress. It's got more torque per litre than the current generation Golf GTI, and it feels every bit as eager as the numbers claim. It'll do 0-62mph in 9.7 seconds and hit 127mph flat out – offering punchy yet linear acceleration, despite the fact that peak torque comes in from 2,000rpm. A six-

speed manual gearbox is standard, ensuring the BlueMotion is just as quiet and composed as larger-engined VWs – progress is almost silent at motorway cruising speeds.

Of course, you can get the TSI BlueMotion with a seven-speed DSG automatic, too, but if it was our money we wouldn't bother spending the £1,415 extra as the slick-shifting manual is more than up to the job.

Unlike a number of the Golf's eco-friendly rivals, the TSI BlueMotion is also incredibly comfortable. Despite the lowered suspension, it strikes just the right balance between ride and handling, feeling perfectly judged at the national speed limit and nicely composed around town.

This, matched to the superbly refined engine, makes it a worthy long-distance companion – and an ideal company car choice. So if you don't drive enough miles to justify the extra cost of a BlueMotion diesel, this TSI BlueMotion is a great alternative.



Essentials

Volkswagen Golf 1.0 TSI BlueMotion

Price: £20,395

Engine: 1.0-litre 3cyl turbo petrol

Power/torque: 113bhp/200Nm

Transmission: Six-speed manual, front-wheel drive

0-62mph: 9.7 seconds

Top speed: 127mph

Economy: 65.7mpg

CO₂: 99g/km

ON SALE Now



PRACTICALITY Golf has a well shaped 380-litre boot with a handy adjustable height false boot floor and a ski hatch. Rear seats fold 60:40 to give generous 1,270 litres



EQUIPMENT It's standard Golf inside which means classy dials and excellent touchscreen, but you do pay for the engine rather than equipment as kit list is on the miserly side



Verdict

THE new Golf TSI BlueMotion proves you needn't sacrifice performance and refinement for running costs and low CO₂. Just like every other version of the Golf, it's practical and great to drive, but thanks to clever aero and weight-saving technology, won't cost a penny to tax. The kit list looks a little stingy alongside its mainstream rivals, but you still get Bluetooth, air-con and the brilliant touchscreen infotainment system. While it's been a little while coming, this new BlueMotion has been worth the wait.



Steering tweaks make the new Ibiza sharper than before; plus, ride has been made less firm



SEAT Ibiza

FIRST DRIVE Revamped supermini is improved in all the right areas



Jonathan Burn
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ALTHOUGH SEAT is readying a raft of new SUVs, it hasn't forgotten about its most decorated model. The Ibiza has just celebrated its 30th anniversary, during which time it's notched up over five million global sales, and it's had a mid-life refresh.

Even after the arrival of the new Mazda 2 and Hyundai i20, the current Mk4 Ibiza had never lacked showroom appeal. But now, SE-spec models and above receive new LED daytime running lights, while the growing trend for endless customisation options has prompted SEAT to add a host of personalisation features across the range.

While the outgoing supermini didn't show its age from the exterior, the cabin told a different story. Build quality wasn't an issue, but a sea of dark plastics and a dated infotainment system were at odds with the clean-cut and modern look.

Thankfully, SEAT has fitted softer materials and a familiar yet functional digital display. Our SE test car seems to be the sweet spot in the range, with air-con as standard and a new infotainment system, which, for an extra £150, boasts Apple CarPlay, Android Auto and MirrorLink compatibility (it's standard on the CONNECT model). Throw



in a softer and sportier steering wheel and new instrument cluster, and the Ibiza feels a lot more upmarket than before.

The Spanish supermini has always sat at the sportier end of the class – it's not quite a Ford Fiesta, but it's far more entertaining than a Vauxhall Corsa or VW Polo. And now, the SEAT's steering has been tweaked to make it sharper, while retuned springs and dampers take the edge off the firm ride.

It covers ground with more poise than its predecessor, but can't match the Polo for maturity, squirming ever so slightly over broken city streets. The steering still lacks the directness of the

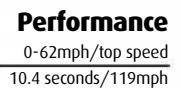
Fiesta's, yet it has a solid weight with lots of feel.

There's a new range of engines made up of punchy 1.0-litre three-cylinder petrols and new three-cylinder



Running costs

68.9mpg (official)
£54 fill-up



Performance

0-62mph/top speed
10.4 seconds/119mph

Essentials

SEAT Ibiza 1.0-litre SE

Price: £13,875

Engine: 1.0-litre 3cyl turbo petrol

Power: 94bhp

Transmission: Five-speed manual, front-wheel drive

0-62mph: 10.4 seconds

Top speed: 119mph

Economy: 68.9mpg

CO₂: 94g/km

ON SALE September



EQUIPMENT Mid-spec SE appears to offer best balance of kit and value; it gets air-con and the brilliant touchscreen infotainment with DAB as standard



PRACTICALITY As in the pre-facelift model, the standard five-door Ibiza offers 292 litres of boot space, or 847 litres with the rear seats folded

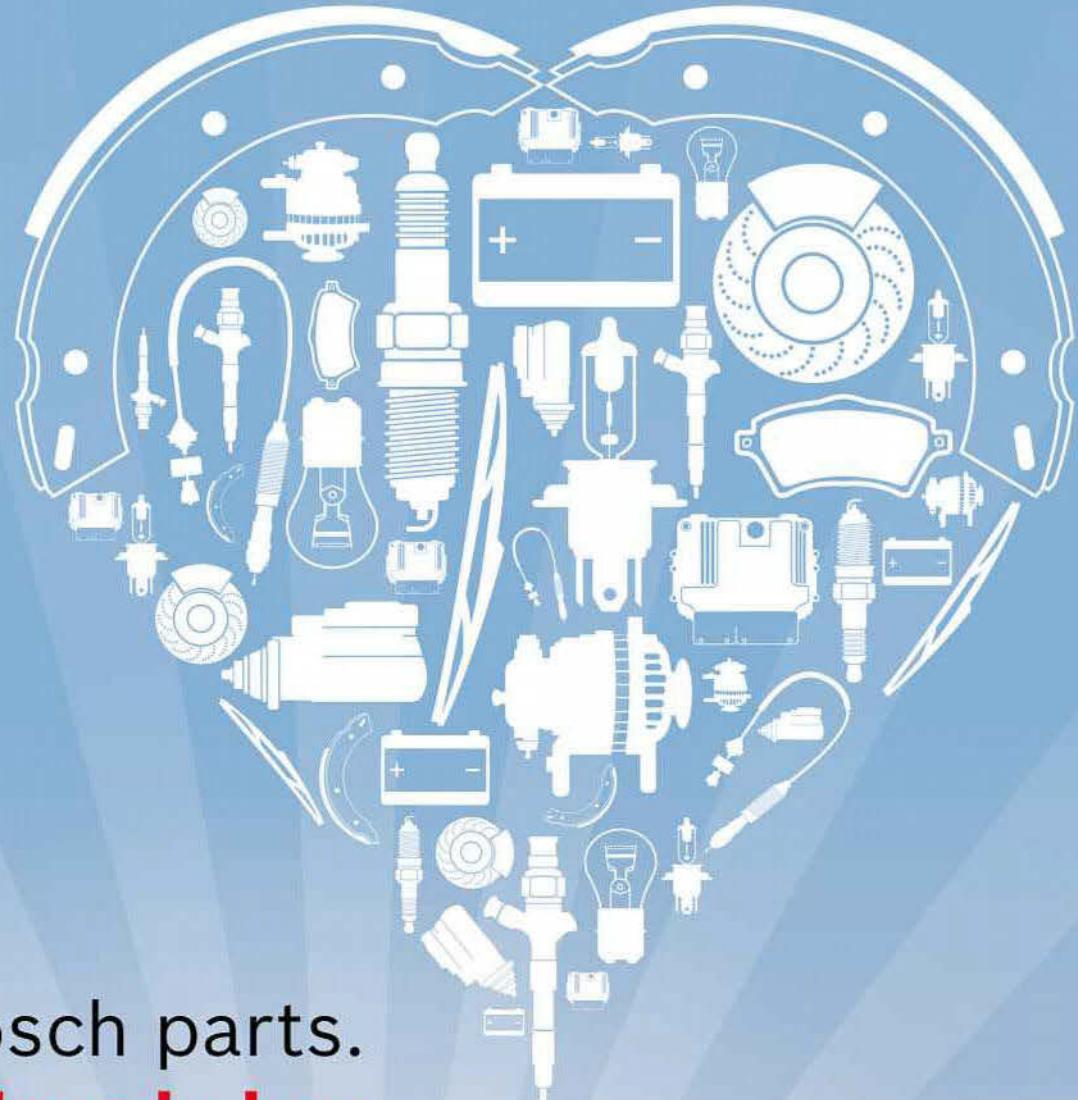


STYLING SEAT is jumping on the personalisation bandwagon, offering an extensive range of colours, alloy wheels and accessories across the line-up

Verdict

WHILE it may not appear as if SEAT has made many changes to the Ibiza on the surface, look a little deeper, and you'll find a more accomplished supermini. The car's looks were never an issue, but welcome changes under the bonnet and inside make it far more appealing, while minor tweaks to the suspension and steering have sharpened its responses. It's also better value than most of its rivals – which is key in this market.





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Essentials

Bentley Continental GT Speed

Price: £185,200
Engine: 6.0-litre W12 twin-turbo
Power/torque: 626bhp/820Nm
Transmission: Eight-speed auto, four-wheel drive
0-62mph: 4.1 seconds
Top speed: 203mph
Economy: 18.9mpg
CO₂: 347g/km

ON SALE Now



EQUIPMENT Buyers can choose from a range of alloy wheel designs, all exquisitely finished. Xenon headlamps and LED tail-lights are standard, while uprated audio system and ventilated seats feature among a list of high-grade optional accessories

GEARBOX Eight-speed automatic has been carried over from previous Continental, but engine software updates help propel 6.0-litre W12 GT Speed from 0-62mph in 4.1 seconds. As you'd expect, all the switchgear and buttons are top notch



Steve Sutcliffe
mail@dennis.co.uk

AS Bentley's best-selling car, the Continental GT has undergone another round of evolutionary upgrades for the 2016 model year, with tweaks to the styling of both the interior and exterior of all versions. Inside, there's some new quilting detail for the seats, a slightly redesigned clock and the introduction of various new trim levels.

Outside, the rear lights get subtle new chrome surrounds, the distinctive mesh radiator grille at the front has been redesigned to look more sporting, as has the front bumper, and at the rear there's a new diffuser for this Speed model, plus a small new boot spoiler.

For the V8 twin-turbos, the engine and gearbox remain as before, with 521bhp and 680Nm for the S model (500bhp and 660Nm for the regular V8) matched to an eight-speed automatic gearbox. Performance stays the same at 0-62mph in 4.3 seconds for the S, with a top speed of 192mph. The chassis, steering and suspension also remain unchanged, with spring rates on the sportier S version being some 25 per cent stiffer than standard front and rear.

For the 6.0-litre 12-cylinder GT Speed, however, numerous engine upgrades have occurred, mostly to the software, but also to the hardware to increase power to a rousing 626bhp, with torque swelling to 820Nm. That's enough to fire the 2,395kg GT Speed from 0-62mph in just 4.1 seconds – two-tenths faster than the 30kg lighter V8S – and on to a top speed of 203mph.

Emissions on both the 12-cylinder models – regular GT and GT Speed – have also been improved thanks to the venerable engine's new cylinder deactivation system. While on paper it may not look like much, Bentley claims a four to five per cent improvement to the official economy figures, meaning this GT Speed now manages 20mpg compared to the old model's 19.5mpg.

Unofficially, though, the fact that the W12 becomes a V6 whenever conditions allow (at a steady state beyond 3,000rpm and ideally on a flat piece of road, like a gentle motorway cruise) has increased the car's economy by as much as 20 per cent, according to Bentley. Which should benefit



Interior quality is impeccable, and there are 17 hide colour choices; sill get Speed logos



"The extra style, pace and grace it contains will endear the GT to new and current owners"

drivers who will use their car every day. On the move, all of the new models still feel like heavy machines – especially the GT Speed.

Despite the evolutionary improvements, this is still a car for the more laid-back driver rather than fast charger. The performance is suitably majestic in all models, with even the basic V8 feeling like it has a surfeit of energy to unleash at all times. But this is still no sports car, even with the electronic dampers set to their most aggressive modes.

The lesser V8s do a better job of disguising their weight on the road. The more stiffly sprung S version gets closest to being a true driver's car thanks to its superior agility and, to our ears, a more compelling V8 soundtrack complete with crackles and bangs on the overrun. While the Speed is torquier, it emits a slightly anodyne sound by comparison, even though it's marginally the quicker version.

In all, this is a worthy and entirely logical round of updates for the Continental GT. The advances in economy and emissions aren't likely to win the car any ecology awards any time soon, but the extra style, pace and grace it now contains will endear the GT to new and current owners alike.

If you liked the previous Bentley Continental, there is no reason not to like this one just that little bit more.



Bentley

FIRST DRIVE Round o

NEED TO KNOW

Continental GT accounted for 50 per cent of Bentley's total sales of 11,020 cars in 2014



Bentley Continental GT

of updates keeps luxury coupé fresh, and we try W12 Speed

Performance
0-62mph/top speed
4.1 seconds/203mph



Running costs
18.9mpg (official)
£104 fill-up



Speed models
get diffuser
and spoiler,
while lights
have chrome
surrounds;
there's new
quilting for
seats, too



Auto Express Verdict

THESE latest updates have made the Continental GT look sharper, given it more power and torque and made it drive more keenly – no wonder Bentley is chuffed with the latest incarnation of its now 12-year-old brand staple. It's also less naughty on the environment thanks to a new cylinder deactivation system. Overall, the tweaks have made the Continental that bit more desirable – if this was possible...



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Volvo XC90 T6

FIRST UK DRIVE T6 petrol is less convincing than diesel



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@Jonathan_burn

THE new Volvo XC90 powered by the 221bhp 2.0-litre diesel earned a five-star rating in our Issue 1,372 road test, but is it as impressive with a 2.0-litre four-cylinder petrol engine under the bonnet? We got our first chance to try the T6 on British roads.

Using a combination of turbocharging and supercharging to produce 316bhp and 400Nm of torque, the engine delivers some impressive-looking figures – 0-62mph in 6.5 seconds and 143mph.

The T6 petrol fires silently into life and raises nothing more than a whisper at town speeds. Press on and the gearbox doesn't kick down with the precision of the BMW X5's ZF automatic box, and it can feel a little hurried. It translates to slightly jerky gearchanges at times.

It's at speed, however, where the petrol engine begins to show its imperfections. The whisper soon turns into a gruff growl and becomes more intrusive as the revs edge towards the 5,700rpm red line. And because the petrol model is 70Nm down on torque over the D5 diesel, you have to hunt further up the rev range to extract the power.

In a 2,004kg SUV torque is critical, and the diesel is simply a much better fit for the XC90, as it's not only more refined but £3,450 cheaper. And when you consider the D5 is 12.9mpg more efficient and £80 cheaper to tax, it's a better bet by far.



Seven-seat cabin is stylish, spacious and beautifully finished



Volvo XC90 T6 AWD Momentum

Price: £49,200

Engine: 2.0-litre 4 cyl petrol

Power: 316bhp

Transmission: Eight-speed auto, all-wheel drive

0-62mph: 6.5 seconds

Top speed: 143mph

Economy: 36.7mpg

CO₂: 179g/km

ON SALE Now



NEED TO KNOW
Volvo expects that a mere 10 per cent of buyers will opt for the T6 petrol

Auto Express Verdict

THE XC90 has very few flaws, but the petrol engine is one of them. It doesn't really suit the car's relaxed and refined nature, which makes its presence a little more noticeable. Without it, the XC90 is a worthy five-star car, but the T6 just takes the shine off what is a perfectly polished product. Go for the diesel engine instead, and you won't be disappointed.



Coming soon



FORD EDGE AUTUMN

Ford is aiming high with its US-sourced, five-seat Edge SUV. When it arrives in the autumn, it should cost under £30,000.

SUPERMINIS

| | |
|---------------------|-----------|
| Fiat 500 | 2016 |
| Ford Ka | late 2015 |
| Ford Fiesta | 2017 |
| Honda Jazz | summer |
| Renault Twingo GT | late 2015 |
| Renault ZOE update | late 2015 |
| Renault 5 | late 2015 |
| SEAT Ibiza | 2016 |
| Smart ForTwo Brabus | mid 2016 |
| Suzuki Swift | 2017 |

FAMILY CARS

| | |
|--------------------------|------------|
| Alfa Romeo Giulia | late 2015 |
| Alfa Romeo Giulia Estate | late 2015 |
| Audi A3 three-cylinder | late 2015 |
| Audi A4 | late 2015 |
| BMW 3 Series Plug-in | mid 2016 |
| BMW i5 | 2016 |
| Honda FCEV | mid 2015 |
| Infiniti Q30 | late 2015 |
| Kia Optima facelift | late 2015 |
| Jaguar XE Sportbrake | 2016 |
| MG5 | 2020 |
| MINI Clubman | mid 2015 |
| MINI Countryman | early 2016 |
| Nissan Leaf | mid 2016 |
| Porsche Panamera | 2016 |
| Porsche Panamera estate | 2016 |
| Renault Mégane | mid 2016 |
| Skoda Superb Estate | September |
| Subaru Levorg | late 2015 |
| Tesla Model III | 2016 |
| Toyota Prius | late 2015 |
| Toyota Mirai | late 2015 |
| Vauxhall Astra | late 2015 |
| VW Beetle Dune | late 2015 |
| VW Golf CC | 2016 |
| VW Passat Alltrack | summer |

SPORTS CARS

| | |
|------------------------------|-------------|
| Alfa 4C Stradale | late 2015 |
| Alfa 6C | 2016 |
| Aston Martin DB9 | late 2016 |
| Aston Martin V8 Vantage | early 2016 |
| Audi A5 | spring 2016 |
| Audi A9 | 2018 |
| Audi R4 | 2016 |
| Audi R8 | autumn |
| Audi TT RS | 2016 |
| Audi TT Sportback | 2016 |
| Audi TT Sport Quattro | 2016 |
| BMW M1 | 2016 |
| BMW M2 | late 2015 |
| Caterham sports car | 2016 |
| Ford GT | 2016 |
| Ford Focus RS | 2016 |
| Honda Civic Type R | late 2015 |
| Honda CR-Z | 2017 |
| Honda NSX | late 2015 |
| Honda NSX Type R | 2017 |
| Infiniti Q60 | 2016 |
| Jaguar XE SVR | early 2016 |
| Kia GT4 Stinger | 2016 |
| Lamborghini Asterion LP910-4 | 2017 |
| Lexus GS F | late 2015 |
| Lexus RC | late 2015 |
| Lexus LF-LC | 2016 |
| Lotus Evora 400 | summer |
| Maserati Alfieri | 2016 |
| Maserati GranTurismo | late 2017 |
| McLaren 570S | late 2015 |
| McLaren 540 C | 2016 |
| Mercedes C 450 AMG Sport | 2016 |
| MG TF replacement | 2020 |
| Nissan Pulsar Nismo | late 2015 |
| Peugeot 308 R | late 2015 |
| Porsche Boxster Spyder | late 2015 |
| Porsche Cayman GT4 | mid 2015 |
| Porsche 911 GT3 RS | mid 2015 |
| Porsche 911 facelift | late 2015 |
| Porsche 961 | 2017 |
| Porsche Panamera | 2018 |
| Renault Alpine | 2016 |
| Toyota FT-1 (Supra) | 2016 |
| VW Golf R400 | 2016 |

PEOPLE MOVERS

| | |
|---------------------------|-----------|
| Ford C-MAX facelift | summer |
| Ford Grand C-MAX facelift | summer |
| Ford S-MAX | summer |
| Mercedes R-Class | 2016 |
| VW Touran | November |
| VW Transporter | late 2015 |

CABRIOLETS

| | |
|----------------------------|-------------|
| Audi R8 Spyder | 2016 |
| Fiat 124 Spider | summer 2016 |
| Jaguar F-Type SVR | late 2015 |
| Jaguar XE Convertible | 2016 |
| Lamborghini Huracán Spyder | late 2015 |
| Mazda MX-5 | summer |

LUCKY CARS

| | |
|------------------------------|-----------|
| Mercedes C-Class Cabriolet | late 2015 |
| Mercedes S-Class Cabriolet | late 2015 |
| MINI Convertible | 2016 |
| Range Rover Evoque Cabriolet | 2015 |
| Rolls-Royce Dawn | 2016 |
| VW Beetle Dune cabriolet | late 2015 |



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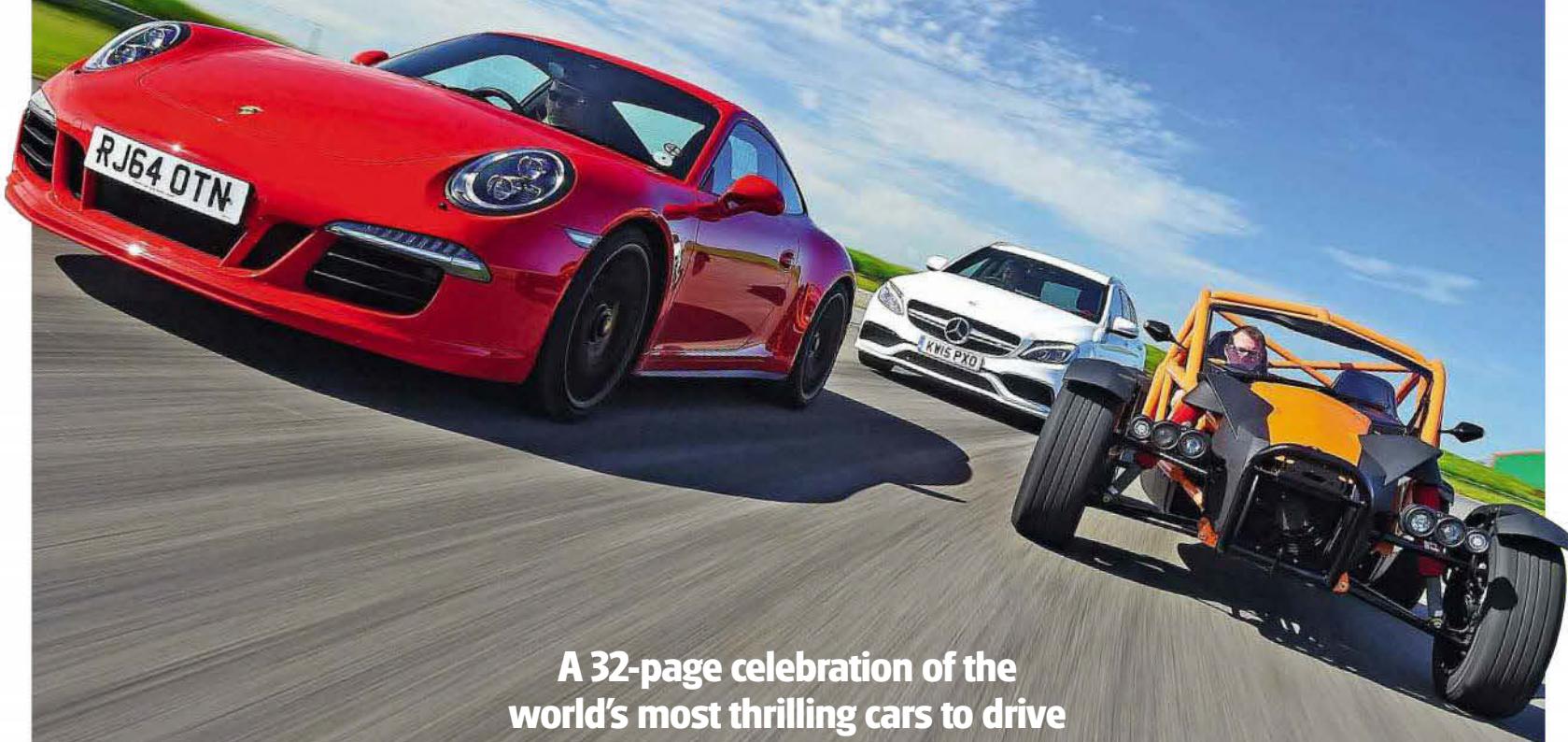
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James Disdale
James_Disdale@dennis.co.uk

AE WELCOME to our annual high-octane countdown of the best drivers' cars money can buy. Once again we've run the rule over 100 of the fastest and most fun models on the road to discover which one will leave you with the biggest grin.

As ever, there's a huge variety of models on offer, from stripped out track-day specials to scorching supercars. Yet while they're all very different, they've all been designed to deliver the biggest driver thrills.

As an added bonus, we've also driven McLaren's fearsome P1 GTR alongside its spiritual predecessor, the F1 GTR, in an unforgettable head-to-head. Strap yourself in for 30 pages of fast fun thrills...

100 Fast fun

100



Vauxhall Insignia VXR

Price: £30,129 Engine: 2.8-litre V6 Power: 321bhp
Torque: 435Nm 0-62mph: 5.6 secs Top spd: 170mph

FOUR-wheel drive, a powerful engine and a discreet bodykit give this Insignia a special appeal, although it lacks the sort of dynamic finesse on offer from its German rivals. In a straight line it's brutal, and there's lots of grip, but the steering feels numb and the engine note doesn't reach the crescendo you might hope for. Still, it's well priced given the speed on offer.

99

Morgan Aero 8

Price: From £66,000 Engine: 4.8-litre V8 Power: 367bhp
Torque: 490Nm 0-62mph: 4.5 secs Top spd: 170mph

MORGAN launched a new Aero 8 at March's Geneva Motor Show – although you probably couldn't tell it was new by looking at it. The retro styling remains, but the fifth-generation British sports car boasts a new aluminum chassis and a new suspension set-up, plus a BMW-derived mechanical differential and V8 engine. It's also available with a touchscreen navigation system.



BEHIND THE WHEEL "Morgans deliver a unique driving experience, and there's nothing quite like seeing that extra-long bonnet disappearing ahead of you."

DEAN GIBSON Deputy road test editor



96

Vauxhall Adam S

Price: £16,995 Engine: 1.4 litre 4cyl Power: 148bhp
Torque: 220Nm 0-62mph: 8.5 secs Top spd: 130mph

VAUXHALL aims squarely at the MINI Cooper buyer with the Adam S – the most potent and expensive version of its baby. Offering myriad customisation options, its fun comes more by way of wacky roof and body combinations, funky wheels and an excellent infotainment unit. It's quick and its chassis has been tuned by VXR, making it an agile little city car – but no MINI, dynamically.



BEHIND THE WHEEL "The Adam S has the looks of a mini hot hatch, but the driving experience lets it down. Still, you can expect some discounts on the steep price tag."

JONATHAN BURN Senior news reporter



93



Ferrari FF

Price: £227,168 Engine: 6.3-litre V12 Power: 651bhp
Torque: 683Nm 0-62mph: 3.7 secs Top spd: 208mph

FERRARI'S four-wheel-drive, four-seater family car is as theatrical and accomplished as you'd expect, with a price tag that makes its nearest rival, the Porsche Panamera, look like a real bargain. The FF has two characters: it's a comfortable and spacious cruiser one minute and a rip-roaring V12 supercar the next. Its F1-derived automatic gearbox shifts seamlessly, too.

92

SEAT Ibiza Cupra

Price: £18,980 Engine: 1.4-litre 4cyl Power: 178bhp
Torque: 250Nm 0-62mph: 6.9 secs Top spd: 142mph

THE SEAT Ibiza Cupra may deliver a more alluring pure hot hatch experience if it was available with a manual gearbox. As it is, the DSG-equipped Cupra is a fantastic 'point and go' machine – easy to drive quickly and dominated by a punchy turbo engine. And it's efficient, too. There isn't much feel through the steering wheel, but this is a well equipped, good value alternative to Ford's Fiesta ST.



BEHIND THE WHEEL "There's a new Ibiza on the way, and if the current Cupra is anything to go by, it'll be a front-runner in the class."

JACK RIX Associate editor



98 Jaguar XJR

Price: £92,405 **Engine:** 5.0-litre V8 **Power:** 543bhp
Torque: 680Nm **0-60mph:** 4.4 secs **Top spd:** 155mph

THE blend of upper-class luxury and sledgehammer pace makes the XJR curiously seductive. A storming supercharged V8 allows the limo to keep pace with most supercars, yet its hand-crafted interior is as refined and cosseting as you'd expect from Jaguar. And owners who prefer to drive rather than be driven can revel in the agile rear-wheel-drive handling.

THIS Alfa Romeo rather misses the mark dynamically, with lacklustre ride quality and obvious torque steer, as well as awkward cabin ergonomics. However, it's quick and sounds fantastic, with its 237bhp 1.7-litre four-cylinder turbocharged engine sourced from the brand's 4C coupé. Plus, of course, it looks great – and for many people, that'll be enough.

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Mercedes-AMG CLS 63

Price: £86,510 **Engine:** 5.5-litre V8 **Power:** 577bhp
Torque: 800Nm **0-62mph:** 4.1 secs **Top spd:** 155mph

DROPPING a 5.5-litre twin-turbo V8 into one of the most prestigious and best-looking saloons money can buy is a recipe for true desirability. The CLS 63 AMG is a modern great, blending breathtaking speed with genuine luxury car comfort and refinement. The regular CLS has been transformed into something surprisingly agile, thanks to suspension and electronic tweaks.

87

BMW X5 M

Price: £90,180 **Engine:** 4.4-litre V8 **Power:** 567bhp
Torque: 750Nm **0-62mph:** 4.2 secs **Top spd:** 155mph

WHILE some might still argue on principle against the existence of the BMW X5 M, there's no denying the engineering that's gone into it. Here's an enormous 4x4 that defies physics to achieve a supercar-like turn of pace and handling that shames some hot hatchbacks. Its price and running costs make it very difficult to justify, but if you're after the 'ultimate SUV', here it is.



BEHIND THE WHEEL "There's no denying the X5 M's pace, but while the twin-turbo V8 packs a punch, it's beaten by the Range Rover Sport SVR for aural thrills."

RICHARD INGRAM Deputy news editor

89



Aston Martin DB9

Price: £135,537 **Engine:** 6.0-litre V12 **Power:** 510bhp
Torque: 620Nm **0-62mph:** 4.6 secs **Top spd:** 183mph

BOND. There, we said it. With that out of the way, we're left with an absolute beauty of a coupé in the DB9, which majors on comfortable cruising but also has a staggering turn of pace and head-turning prestige unmatched this side of a Ferrari. Depreciation is heavy, it's quite cramped and the rear seats are useless, but it's all worth it for the sound of that V12 engine.

88

Alfa Romeo 4C Spider

Price: £59,500 **Engine:** 1.7-litre 4cyl **Power:** 237bhp
Torque: 350Nm **0-62mph:** 4.5 secs **Top spd:** 160mph

IT'S fast and fun, but the 4C Spider isn't perfect. In trying to address criticism of the coupé's often unpredictable dynamics, Alfa has retuned the steering and suspension for the Spider. That makes it a more well rounded car to drive, and there is now wind-in-the-hair appeal, but it still suffers from significant turbo lag, a slow gearbox and a soundtrack that never matches the looks.



BEHIND THE WHEEL "The 4C is a car that hasn't lived up to expectations, but some fans are willing to overlook its flaws."

JAMES DISDALE Deputy road test editor



84



Lotus Exige S

Price: £54,500 **Engine:** 3.5-litre V6 **Power:** 345bhp
Torque: 400Nm **0-62mph:** 4.0 secs **Top spd:** 145mph

LOTUS has shoehorned its supercharged V6 into a small chassis to create a model with performance to match cars many times the price. The Exige S is most at home on a track rather than for day-to-day driving, and is all about razor-sharp steering, wonderful feel through the seat and chassis poise that makes brilliant drivers out of average ones. This is Lotus at its best.

83



Peugeot 308 GT

Price: £24,095 **Engine:** 1.6-litre 4cyl **Power:** 202bhp
Torque: 285Nm **0-62mph:** 7.5 secs **Top spd:** 146mph

A BRIDGE between regular 308s and the forthcoming GTi, the GT is sharper to drive than the average 308 diesel. It's not the last word in dynamism, but it isn't supposed to be. Rather, it's a comfortable and refined family hatchback, packing a solid chunk of overtaking punch when needed. It looks smart, rides well and includes some clever tech – but it's also pricey.

82

Abarth 695 Biposto

Price: £32,990 **Engine:** 1.4-litre 4cyl **Power:** 187bhp
Torque: 250Nm **0-62mph:** 5.9 secs **Top spd:** 143mph

A £33,000 Fiat 500 might seem outrageous – and it is – but this is no ordinary 500. Think of the Abarth 695 Biposto as a Ferrari city car and it makes sense. It feels like a supercar inside, including a theatrical 'dog ring' gearbox, red racing harnesses and carbon fibre everywhere. Practical it isn't – there's very little space and no radio, for instance – but it's a driving experience like no other at this price.



BEHIND THE WHEEL "There's something appealing about extreme small Fiats, and this one will leave you exhausted after every trip."

SEAN CARSON Senior road tester



86



Zenos E10

Price: £24,995 **Engine:** 2.0-litre 4cyl **Power:** 200bhp
Torque: 210Nm **0-62mph:** 4.5 secs **Top spd:** 135mph

FLEDGLING British car company Zenos isn't a household name yet, but within two years of starting, it's already created a truly credible alternative to the Lotus Elise in the E10. The striking, minimalist and very light open-top sports car looks fantastic, drives with both purity and solidity and, thanks to the Ford Focus ST engine, is incredibly fast. Plus it's great value, too.



85

Vauxhall Corsa VXR

Price: £17,995 **Engine:** 1.6-litre 4cyl **Power:** 202bhp
Torque: 280Nm **0-62mph:** 6.5 secs **Top spd:** 143mph

VAUXHALL has got its new Corsa VXR mostly right from the start – it's quick, grippy and looks great. The Performance Pack adds a clever diff to boost traction at low speeds, although at £2,400 it's not cheap. But the VXR trails the Ford Fiesta ST for involvement and composure.

BEHIND THE WHEEL



"It looks racy, but the Corsa VXR can be surprisingly docile when you're not using its full potential."

LESLEY HARRIS Road test editor

81



Audi RS5

Price: £59920 **Engine:** 4.2-litre V8 **Power:** 444bhp
Torque: 430Nm **0-62mph:** 4.5 secs **Top spd:** 155mph

THE Audi RS5 sticks with the classic RS formula: massive power, assured handling and discreet looks. Unfortunately, there's also a distinct lack of excitement. In a strange way that's perhaps because the RS5 is so thoroughly excellent: it has so much grip that finding its limit is much more difficult than in, say, the BMW M4. Quality is superb and it's spacious for a coupé.

100 Fast fun

80



Vauxhall Astra VXR

Price: £27,620 Engine: 2.0-litre 4cyl Power: 276bhp
Torque: 400Nm 0-62mph: 6.0 secs Top spd: 155mph

WE were surprised at just how good the latest Astra VXR was when we first tried it. Unlike its predecessor, which was all about power, this model has finesse. The 276bhp doesn't overwhelm the chassis and the old-school hydraulic steering rack provides real feel. The price is high and the ride firm, but this is a lovable hot hatch.

79



Lotus Elise S Cup

Price: £44,270 Engine: 1.8-litre 4cyl Power: 217bhp
Torque: 250Nm 0-62mph: 4.8 secs Top spd: 186mph

THE Elise S Cup serves up drama directly proportional to speed. With impressive grip, a beautifully balanced chassis and a sense of well-honed mechanical rawness, it's the Sylvester Stallone of sports cars: still an all-action hero despite its age. The S Cup is the ultimate version – although many people will find all the thrills they need in the base Elise, which is still a fine car.

77



Kia Pro_cee'd GT

Price: £20,205 Engine: 1.6-litre 4cyl Power: 198bhp
Torque: 265Nm 0-62mph: 7.7 secs Top spd: 143mph

KIA decided to play to its strengths with the Pro_cee'd GT: packing it with kit and kerb appeal, making it cheap to run and giving it a surprisingly low list price. That's not to say it's bad to drive; it handles tidily, thanks to sharper steering and fettled dampers, although it mostly retains the comfort of the standard car.

76



Lotus Evora S

Price: £61,895 Engine: 3.5-litre V6 Power: 345bhp
Torque: 400Nm 0-62mph: 4.4 secs Top spd: 178mph

LOTUS aimed its Evora at the Porsche Cayman and missed the mark in a few key ways, but still created a sports car with plenty of appeal. Its Elise underpinnings are too obvious at times – it's cramped and not too comfortable for the everyday grind – but it remains scalpel-sharp to drive, fabulously fast and great looking. Plus, it has one of the best chassis ever made.

74



Hyundai i30 Turbo

Price: £22,500 Engine: 1.6-litre 4cyl Power: 184bhp
Torque: 265Nm 0-62mph: 8.0 secs Top spd: 136mph

THE Turbo badge might deceive you into thinking this is a neck-jarring hot hatch, but don't be fooled – this i30 is more in the middling GT mould. Think decent mid-range overtaking punch rather than revvy thrills from a car that looks more like a sporty hatch than feels like one. The steering is a little sloppy, but this Hyundai is well equipped and attractive – a sensible purchase.

73



Subaru WRX STi

Price: £28,995 Engine: 2.5-litre 4cyl Power: 296bhp
Torque: 407Nm 0-62mph: 5.2 secs Top spd: 158mph

FOR some, the Subaru WRX STi will be a wonderful flashback to the glory days of rallying. To others, it's an anachronism. If you're in the former group, you'll love the car's massive grip, brutal turbo power delivery and no-holds-barred, spoiler-dominated styling. The latter group might point to 27mpg economy (at very best) and a cabin that feels cheap and dated already.

72



Audi RS7

Price: £84,525 Engine: 4.0-litre V8 Power: 552bhp
Torque: 700Nm 0-62mph: 3.9 secs Top spd: 155mph

IF power is your main priority and you need space with it, the Audi RS7 will be hard to resist. This is a far more exotic application of the 552bhp engine than in the RS6, too, with the RS7 having a low, wide stance that's stunning from most angles. However, its ride quality is teeth chattering on any less-than-perfect road surface, which becomes the defining characteristic of the car.

78

Jaguar XFR-S Sportbrake

Price: £82,505 **Engine:** 5.0-litre V8 **Power:** 543bhp
Torque: 680Nm **0-62mph:** 4.8 secs **Top spd:** 186mph

A FABULOUS British alternative to the German crop of super estates, the Jag XFR-S masks a truly awesome supercharged V8 engine under its discreet body. A wet road turns it into a tail-happy powerslider with little effort, but otherwise this is a calm-riding and composed big car with a luxurious interior offering space to spare. "All the car you'll ever need" applies here.



BEHIND THE WHEEL "The XFR-S is an absolute hoot with the traction control switched off, but it could do with some of the F-Type's aural thrills."

JAMES DISDALE Road test editor



75

Tesla Model S P85D

Price: £84,535 **Engine:** 85kWh electric motor **Power:** 682bhp
Torque: 601Nm **0-60mph:** 3.1 secs **Top spd:** 155mph

THE most powerful version of Tesla's electric exec boasts supercar-matching performance. The difference is, no supercar can cover (a claimed) 300 miles on a single electric charge. The cabin, dominated by a huge touchscreen, nicely blends hi-tech and traditional comforts. Plus, the car rides well, and dynamically it's actually pretty sharp. It's not perfect, but it feels like the future.



BEHIND THE WHEEL "It doesn't have supercar looks, but the P85D's instant and silent acceleration will leave most supercars standing."

LESLEY HARRIS Road tester



71

Volkswagen Polo GTI

Price: £18,900 **Engine:** 1.8-litre 4cyl **Power:** 189bhp
Torque: 320Nm **0-62mph:** 6.7 secs **Top spd:** 147mph

IN the Golf GTI, VW has a car that has become the hot hatch class benchmark, but the company has never quite managed to recapture that same magic in the Polo. Nonetheless, the latest Polo GTI comes close: it's quick, looks great, is efficient and has the best-quality cabin in the class. Dull handling is where the package falls down, though, and the ride quality is too harsh.



BEHIND THE WHEEL "Effortless performance means the GTI feels very grown up – we just wish it was a bit more exciting to drive."

DEAN GIBSON Deputy road test editor



100 Fast fun

70



Volvo V60 T6 Polestar

Price: £49,785 Engine: 3.0-litre V6 Power: 345bhp
Torque: 500Nm 0-62mph: 4.9 secs Top spd: 155mph

THE first official car from approved Volvo tuner Polestar, this V60 is a striking four-wheel-drive super load-lugger with a loud six-cylinder scream, plenty of grip and a racy, Alcantara-clad interior. It's not the last word in driving finesse, and the sluggish gearbox is a letdown, but it's an unusual, fast alternative to the German mainstream.

69

Bentley Mulsanne Speed

Price: £253,155 Engine: 6.8-litre V8 Power: 530bhp
Torque: 1,100Nm 0-62mph: 4.9 secs Top spd: 190mph

JUST look at the torque figure – the Mulsanne Speed could pull the Angel of the North out of the ground... This is old-school luxury of the highest order, where pace is about effortless dominance, not high-rev thrills. It glides over the road, while you sink into a beautifully soft seat set behind one of the highest-quality, classiest dashboards in the world. A truly splendid piece of kit.



BEHIND THE WHEEL "Considering its sheer size and luxury, the way the Mulsanne Speed accelerates is truly astonishing."
JACK RIX Associate editor

67

Audi RS Q3

Price: £45,540 Engine: 2.5-litre 5cyl Power: 335bhp
Torque: 450Nm 0-62mph: 4.8 secs Top spd: 155mph

EYEBROWS were raised when Audi announced it was building an RS version of the Q3, but it's to the company's credit that the result is such an incredibly capable car. The RS Q3 is in a class of its own (really, there's nothing else like it), and drives like a well sorted hot hatch, but also rides with a suppleness that's missing from some of Audi's bigger RS cars. Plus, it's very practical.



BEHIND THE WHEEL "As it's based on car running gear rather than an SUV platform, the RS Q3 is surprisingly agile and rewarding to drive for a crossover."

JAMES BATCHELOR News editor



64



Renaultsport Clio 200

Price: £20,445 Engine: 1.6-litre 4cyl Power: 197bhp
Torque: 240Nm 0-62mph: 7.1 secs Top spd: 143mph

LATEST Renaultsport Clio 200 isn't as raw and thrilling as its predecessor. Yet for many buyers, this more restrained approach makes the current generation a better daily driver. Its 1.6-litre turbo is muscular at low speeds, its twin-clutch gearbox takes the strain on the daily commute and the five-door body is more practical. Yet the chassis is sharp enough to have fun.

63



Maserati GranTurismo

Price: £82,890 Engine: 4.2-litre V8 Power: 400bhp
Torque: 460Nm 0-62mph: 5.1 secs Top spd: 177mph

THE easiest way to sum up the GranTurismo is to say it's typically Italian: beautiful, characterful, desirable... flawed. The Ferrari-sourced V8 makes a fantastic noise and offers blistering pace – and few cars look as appealing. It steers with the agility of a sports car, yet is comfortable, too. The downsides: high running costs and some switchgear that looks a bit tacky at this price.

62

Audi RS4 Avant

Price: £56,595 Engine: 4.2-litre V8 Power: 444bhp
Torque: 430Nm 0-62mph: 4.7 secs Top spd: 155mph

IT'S the sheer pace that makes the Audi RS4 stand out – that and how easy it is to control, thanks to near-foolproof quattro four-wheel drive. For that reason it lacks the handling finesse of the (rear-wheel drive) BMW M3, but as BMW doesn't make an estate version (yet), the RS4 is the most versatile day-to-day. And, as it's not turbocharged, it sounds phenomenal at the limit.



BEHIND THE WHEEL "The quattro four-wheel drive and torquey V8 make the RS4 a great all-weather, high-performance family car."
SEAN CARSON Senior road tester



66



Mercedes-AMG SL 63

Price: £114,185 Engine: 5.5-litre V8 Power: 577bhp
Torque: 900Nm 0-62mph: 4.2 secs Top spd: 155mph

THE SL is traditionally seen as a 'soft' choice among serious drivers' cars, but Mercedes-AMG has thrown the kitchen sink at it to make the latest SL 63 satisfying on the road. With 577bhp and 900Nm, it's a blistering cabriolet, and now gets a standard limited-slip diff and fancy adaptable suspension set-up, so it's far more comfortable and sharper than you'd expect.

65

Porsche Panamera GTS

Price: £94,316 Engine: 4.8-litre V8 Power: 434bhp
Torque: 520Nm 0-62mph: 4.4 secs Top spd: 179mph

ALTHOUGH it's not as quick as the Turbo, the GTS is Porsche's sharpest Panamera. It's based on the 4S, and the extra £7,000 buys you another 30bhp, revised suspension, a wider track, special bodykit and wheels and sportier seats. It's fast, steers with precision and sounds fantastic.

BEHIND THE WHEEL

"What the Panamera lacks in looks it more than makes up for with its searing performance and precise handling."



RICHARD INGRAM Deputy news editor



68



Audi RS6 Avant

Price: £78,790 Engine: 4.0-litre V8 Power: 552bhp
Torque: 700Nm 0-62mph: 3.9 secs Top spd: 155mph

AMAZINGLY, this Audi estate is more powerful than the brand's R8 supercar. The RS6 Avant is as spectacular as two-box cars come, with a look that is discreet yet outlandishly wide all at once. It's very spacious, very quick and very sure-footed. It's also very precise, but that ultimately holds it back, because a lack of driver involvement keeps it from greatness.

61



Porsche Cayenne GTS

Price: £73,448 Engine: 3.6-litre V6 Power: 434bhp
Torque: 600Nm 0-62mph: 5.2 secs Top spd: 163mph

SENSIBLE money buys a Cayenne S Diesel, but when was a high-performance Porsche SUV sensible? The GTS is the best-handling SUV on sale – way sharper and more fun than a 4x4 should be – and the twin-turbo V6 engine serves up brutal power and an addictive soundtrack. The GTS styling adds tasteful aggression, but it's still a very spacious, practical SUV.

60



Bentley Continental GT3-R

Price: £238,655 Engine: 4.0-litre V8 Power: 572bhp
Torque: 700Nm 0-62mph: 3.8 secs Top spd: 170mph

THE name alone screams 'extreme', and that's before you've spotted this Bentley's twin go-faster stripes, carbon bonnet vents and menacing bodykit. The GT3-R is lighter and over 50bhp more powerful than the V8 S it's based on, making it the quickest Continental ever. Tweaked suspension and aerodynamics make it handle much better, too, while it's also refined and comfortable.

59



Suzuki Swift Sport

Price: £13,999 Engine: 1.6-litre 4cyl Power: 134bhp
Torque: 160Nm 0-62mph: 8.7 secs Top spd: 121mph

OFTEN overlooked in the pantheon of fun-to-drive superminis, the Suzuki Swift Sport has a fantastic chassis and a low price tag, making it one of the best pound-for-pound drivers' cars there is. It's not that quick, but its steering is sharp and handling grippy, while there's very little body roll. Overall, it's the sort of runabout that makes every trip to work a real joy.

58



Ariel Atom

Price: £30,573 Engine: 2.0-litre 4cyl Power: 242bhp
Torque: 210Nm 0-62mph: 2.7 secs Top spd: 140mph

THE Atom is the very definition of a fast fun car, as it's not designed to do anything else. This is driving at its purest, coming as close to a superbike as anything on four wheels. It takes dedication to consider one, but with an engine that revs to 9,000rpm, a face-contorting turn of speed and an open-wheeled layout that makes it feel like an F1 car, every second is spectacular.

55



Mercedes-AMG CLA 45 SB

Price: £42,270 Engine: 2.0-litre 4cyl Power: 355bhp
Torque: 450Nm 0-62mph: 4.6 secs Top spd: 155mph

A 'LIFESTYLE' estate based on a four-door coupé and with the highest bhp-per-litre rating of any production car... It certainly sounds niche, but in a strange way, the CLA 45 Shooting Brake makes plenty of sense. Mixing hatchback practicality with eye-catching styling and a raucous turbo engine, the car is actually sharper to drive than the regular CLA 45. What's not to like?

54

Ford Fiesta Red and Black

Price: £16,845 Engine: 1.0-litre 3cyl Power: 123bhp
Torque: 210Nm 0-62mph: 9.0 secs Top spd: 125mph

ON paper, the Ford Fiesta looks one of the least appealing cars on this list, but not on the road – because it serves up some of the best-value fun on four wheels ever. The Black and Red editions replace the Zetec S spec, and feature characterful three-cylinder engines and stiffer suspension, plus more steering feel. It may be light and small, but the Fiesta is a dynamic heavyweight.



BEHIND THE WHEEL "Like the ST, the Fiesta Red/Black specials unlock the sporty potential of Ford's supermini, and the EcoBoost engine suits their character."

JAMES DISDALE Road test editor



52

Aston Martin Vanquish

Price: £192,995 Engine: 5.9-litre V12 Power: 568bhp
Torque: 630Nm 0-60mph: 3.8 secs Top spd: 201mph

A REAL showcase of Aston Martin's considerable talents, the carbon-fibre-bodied Vanquish is the brand's most advanced production car. The cabin features beautiful leather and an intuitive, modern infotainment system. Still, the 6.0-litre engine is the real highlight. The rev-hungry V12 is loud and relentless, dominating the Vanquish's driving experience at all speeds.



BEHIND THE WHEEL "Aston's big V12 coupés are getting on a bit, but there's still something special about these elegant grand tourers and their big performance."

JACK RIX Associate editor



57



Audi S1

Price: £25,420 **Engine:** 2.0-litre 4cyl **Power:** 228bhp
Torque: 370Nm **0-62mph:** 5.8 secs **Top spd:** 155mph

AS the S1 is based on the Audi A1, it gets an instant injection of kerb appeal – small cars don't come more purposeful than this. It's quick, too, owing to the size and ferocious low-end power delivery. Plus, while the S1 is expensive and not as fleet-footed as a Ford Fiesta ST, its quattro 4WD provides confidence-inspiring traction and the car promises 40mpg economy.

56

BMW M5

Price: £73,970 **Engine:** 4.4-litre V8 **Power:** 552bhp
Torque: 680Nm **0-62mph:** 4.3 secs **Top spd:** 155mph

THE latest BMW M5 is a thumping engine encased in a sensible exec. Practical, comfortable and refined, it's at home as a motorway cruiser, plus it has a race car's turn of pace. Add that to its handling poise, and you've got one of the most rewarding saloons to drive.

BEHIND THE WHEEL

"Over the past 30 years, the M5 has delivered cutting-edge technology to the supersaloon class."

SEAN CARSON Senior road tester



53



Mercedes-AMG A 45

Price: £38,195 **Engine:** 2.0-litre 4cyl **Power:** 355bhp
Torque: 450Nm **0-62mph:** 4.6 secs **Top spd:** 155mph

ONE of a swelling breed of mega hatches, the A 45 packs a storming 355bhp turbo engine, four-wheel drive and a chassis honed by AMG's finest. In a straight line it's eye-poppingly fast, and although there's no manual gearbox option and the price tag is very steep, the car delivers immense grip and has sharp steering.

51

Skoda Octavia vRS

Price: £23,830 **Engine:** 2.0-litre 4cyl **Power:** 217bhp
Torque: 350Nm **0-62mph:** 6.8 secs **Top spd:** 154mph

BLENDING pace, fun and common sense, the Octavia vRS is a fantastic family car. It's available as a hatchback or estate with diesel or petrol power. The petrol version is more rewarding to drive, yet the TDI has more low-rev urge – making it the more flexible car around town – and you can't argue with 64mpg. Nothing says "I'm in control of my finances, but having fun" like a brightly coloured vRS.



BEHIND THE WHEEL "The vRS is an unsung hot hatch, but it handles just as well as the VW Golf GTI and SEAT Leon Cupra with which it shares its chassis and engine."

DEAN GIBSON Deputy road test editor



50



Mercedes-AMG S 63 Coupé

Price: £125,605 Engine: 5.5-litre V8 Power: 577bhp
Torque: 900Nm 0-62mph: 4.2 secs Top spd: 155mph

A CAR this big and so focused on luxury and refinement is never going to offer a scalpel-sharp drive. AMG or not, it's better to think of the S 63 Coupé as an extremely fast two-door limo. Still, thanks to clever engineering and a large dose of electronic wizardry, it corners with far more poise than it should. The cabin is something to behold, too: luxurious and supremely comfortable.

46



Ferrari California T

Price: £154,490 Engine: 3.9-litre V8 Power: 552bhp
Torque: 755Nm 0-62mph: 3.6 secs Top spd: 196mph

THE first turbo Ferrari since the iconic eighties F40, the California T is sensationally fast on paper and handles better than ever – but it's still more of a cruiser than a razor-sharp driver's car. The turbo gives it excellent low-speed muscle and boosts efficiency, while the folding hard-top makes it extremely refined in all weather – this is the best modern Ferrari to waft about in.

43

MINI John Cooper Works

Price: £23,050 Engine: 2.0-litre 4cyl Power: 228bhp
Torque: 320Nm 0-62mph: 6.3 secs Top spd: 153mph

IT'S expensive, but the MINI John Cooper Works is the most powerful car ever to grace the British brand's range. And it drives like a go-kart, thanks to the pointy front axle, mobile rear end, zippy engine and the involving six-speed manual gearbox. It's really quick, too, and you'll want to rev it up to the red line over and over again to savour that parpy, popping exhaust note.



BEHIND THE WHEEL "Go for the DCT auto gearbox, and you get the enjoyable launch control system as standard and an even faster 0-62mph time."

LESLEY HARRIS Road tester

49



Alpina XD3

Price: £56,450 Engine: 3.0-litre V6 Power: 345bhp
Torque: 700Nm 0-62mph: 4.9 secs Top spd: 157mph

THE XD3 is the first SUV tackled by BMW tuning specialist Alpina, and it's brilliant. From a less-than-ideal dynamic starting point – a diesel X3 – Alpina has created a genuinely engaging car. It's better to drive, faster and more distinctive than its nearest rival, the Audi SQ5, – yet it's also £11,000 pricier. A very niche, expensive SUV, but a strangely appealing one.

48



Nissan 370Z Nismo

Price: £37,585 Engine: 3.7-litre V6 Power: 339bhp
Torque: 371Nm 0-62mph: 5.2 secs Top spd: 155mph

A REAL brute of a coupé both in terms of looks and driving experience, the 370Z is certainly eye-catching. Its bodykit includes big air intakes, a unique wing and twin exhausts, but it's not all for show. While it's no Porsche Cayman dynamically and the engine is gruff, the rear-wheel-drive Z car is quick, plus the steering is sharp and the manual box especially is great to use.

45

Mercedes-AMG E 63

Price: £74,715 Engine: 5.5-litre V8 Power: 549bhp
Torque: 720Nm 0-62mph: 4.2 secs Top spd: 155mph

IF blistering pace coupled with discreet styling and seating for five sounds like your sort of performance car, the Mercedes-AMG E 63 is for you. The exec's twin-turbo V8 is one of the greats, punching from very low revs and never relenting. It gives the car real character, even though it's comfortable at all speeds. It's a fantastic all-rounder, although the cabin is showing its age.



BEHIND THE WHEEL "Turbos have been added to the AMG line-up to boost efficiency, but the V8 stomp of cars like the E 63 remains intact."

RICHARD INGRAM Deputy news editor



47

Aston Martin Vantage GT12

Price: £250,000 **Engine:** 6.0-litre V12 **Power:** 595bhp
Torque: 625Nm **0-62mph:** 3.5 secs **Top spd:** 185mph

THE GT12 is the sharpest production car that Aston Martin has ever made, with every facet of the standard Vantage honed to perfection. Just 100 will be made, with looks inspired by the GT4 race car and carbon fibre used for most of the body panels, dash and aero kit – including that massive rear wing. Anything adding unnecessary weight is removed, making this the definition of a car built for speed, not comfort.



BEHIND THE WHEEL "It's one of the oldest cars still in production, but the Vantage looks stunning, and the GT12 is a fitting tribute to Aston's Le Mans programme."

JONATHAN BURN Senior news reporter



44



McLaren P1

Price: £866,000 **Engine:** 3.8-litre V8 **Power:** 903bhp
Torque: 900Nm **0-62mph:** 2.8 secs **Top spd:** 217mph

THE McLaren P1 led the hybrid hypercar revolution, and with F1-inspired tech, the sculpted body not only looks futuristic but it also creates serious aerodynamic grip. The steering is sensitive yet precise thanks to the rigid carbon-fibre chassis – it's matched by a twin-turbo V8 and a 176bhp electric motor for an extra boost.

42



Audi S3

Price: £30,940 **Engine:** 2.0-litre 4cyl **Power:** 296bhp
Torque: 380Nm **0-62mph:** 5.2 secs **Top spd:** 155mph

AUDI'S S3 has to be one of the most versatile fast fun cars on sale. It has four-wheel drive and the option of a dual-clutch box, plus huge real-world performance from its turbo engine. You can choose between a three and five-door hatch, a four-door compact saloon and a Cabriolet, but the basic S3 recipe remains the same: it's fast, enormously capable and upmarket.

41



Ferrari F12

Price: £240,093 **Engine:** 6.3-litre V12 **Power:** 730bhp
Torque: 690Nm **0-62mph:** 3.1 secs **Top spd:** 211mph

V12-engined Ferrari F12 represents a big performance leap over the 599 GTB it replaced, delivering a crushing hit of acceleration and an exotic sound, with a dual-clutch gearbox that matches its sharp character. The 730bhp car is a riot to drive, but adaptive dampers make it usable when you're not pressing on, too.

40



Nissan GT-R

Price: £78,020 **Engine:** 3.8-litre V6 **Power:** 542bhp
Torque: 632Nm **0-62mph:** 2.7 secs **Top spd:** 196mph

OVER the years, the Nissan GT-R has evolved into a finely honed machine. The latest version is the most powerful yet, with astonishing four-wheel-drive grip and sophisticated electronics helping to deliver that brain-warping 0-62mph time. It's quicker than a McLaren P1 off the line, but if that's not fast enough for you, there's a hotter Nismo version with 592bhp.

37



Porsche 918 Spyder

Price: £781,155 **Engine:** 4.6-litre V8, electric motors **Power:** 875bhp
Torque: 1,274Nm **0-62mph:** 2.6 secs **Top spd:** 214mph

WITH a spine-tingling V8 engine derived from Porsche's old Le Mans car and two electric motors, the 918 Spyder rivals the McLaren P1 for 21st century tech. The electric motors provide a big acceleration boost and four-wheel drive, but that doesn't corrupt the driving experience – the carbon fibre chassis and torque vectoring deliver almost unparalleled handling and precision.

33



Lamborghini Aventador SV

Price: £285,000 **Engine:** 6.5-litre V12 **Power:** 740bhp
Torque: 690Nm **0-62mph:** 2.8 secs **Top spd:** 217mph

SV stands for Super Veloce – or 'super fast' – and this hardcore track car is so quick that it almost eclipsed the Porsche 918 Spyder's Nürburgring lap record. The huge V12 sounds glorious and the aggressive bodykit gives the car extra attitude and race car downforce. The suspension is even firmer and the steering faster, elevating the SV into a different league of performance.

39



Chevrolet Corvette Stingray

Price: £65,510 **Engine:** 6.2-litre V8 **Power:** 460bhp
Torque: 630Nm **0-62mph:** 4.2 secs **Top spd:** 195mph

CHEVROLET'S latest Corvette Stingray shuns the performance car downsizing trend with a whopping 6.2-litre V8. This gives it huge pace and, thanks to the best-handling Corvette chassis ever, this all-American sports car can finally hold a candle to Porsche's 911. You'll still have to compromise, as the Stingray is only left-hand drive, but it's now a credible alternative.

38

Lexus RC F

Price: £59,995 **Engine:** 5.0-litre V8 **Power:** 471bhp
Torque: 530Nm **0-62mph:** 4.5 secs **Top spd:** 168mph

IT might not be able to beat the BMW M4, but the Lexus RC F still has its charms. Its 5.0-litre V8 loves being revved hard and makes a glorious rumble – it's only available with an eight-speed auto, while the snarling blips going down the gears will make your hair stand on end. The RC F is heavy, although there's plenty of grip to exploit, while the classic front-engine, rear-drive layout is just the ticket.



BEHIND THE WHEEL "RC F is an interesting alternative to the BMW M3/M4 norm – although it's not quite as sharp to drive."

JAMES BATCHELOR News editor

36



Ford Mustang

Price: £32,995 **Engine:** 5.0-litre V8 **Power:** 412bhp
Torque: 529Nm **0-62mph:** 4.8 secs **Top spd:** 155mph

YOU can get the new Mustang with a 2.3-litre four-cylinder turbo, but it's this V8 that best suits the iconic sports car. The soundtrack alone is worth the extra £4k so, if you want a taste of America, go super-size with the £32,995 GT V8. The Mustang is now available in right-hand drive and the independent rear suspension set-up makes it the best-handling version yet.

35



Volkswagen Golf R

Price: £30,150 **Engine:** 2.0-litre 4cyl **Power:** 296bhp
Torque: 380Nm **0-62mph:** 5.1 secs **Top spd:** 155mph

WITH a 2.0-litre turbo engine and four-wheel drive, the Golf R serves up massive all-weather performance. Beautifully controlled suspension, fast steering and involving handling mean you can really throw the R around. The Golf's pricey, but it still undercuts its closest four-wheel-drive rivals – the Audi S3 and more expensive but more powerful Mercedes-AMG A 45.

32

Range Rover Sport SVR

Price: £93,450 **Engine:** 5.0-litre V8 **Power:** 542bhp
Torque: 680Nm **0-62mph:** 4.5 secs **Top spd:** 162mph

ANY notion that the Range Rover Sport SVR isn't a truly fast and fun car evaporates once you floor the throttle – the deafening roar is sensational, as is the performance: this 2.3-tonne SUV is faster from 0-62mph than a Porsche 911, and some serious tweaks to the chassis have turned a comfortable cruiser into an engaging performance car. Given its weight, the SVR's agility is impressive.



BEHIND THE WHEEL "The SVR is a real statement of intent from Range Rover, and its handling, as well as the sonic bombardment from the exhausts, is truly addictive."

SEAN CARSON Senior road tester





34

Audi RS3 Sportback

Price: £39,950 **Engine:** 2.5-litre 5cyl **Power:** 362bhp
Torque: 465Nm **0-62mph:** 4.3 secs **Top spd:** 174mph

AUDI'S new RS3 is a supercar-slayer in a practical five-door, family hatch body. The all-wheel drive can handle the gutsy engine's mid-range poke and, with a dual-clutch gearbox and launch control, acceleration off the line is brutal. But it's not just a straight-line drag racer – quick steering and a responsive chassis mean the RS3 is alert. It's expensive, but that five-cylinder warble is worth it.



BEHIND THE WHEEL "In the hot hatch arms race, the RS3 stands out, thanks to its five-cylinder turbo engine, which harks back to the Quattro rally cars."

DEAN GIBSON Deputy road test editor



31

BMW M135i

Price: £31,195 **Engine:** 3.0-litre 6cyl **Power:** 322bhp
Torque: 450Nm **0-62mph:** 5.1 secs **Top spd:** 155mph



BMW's M135i is a diet M car, but that's no bad thing – the potent turbocharged straight-six serves up high-rev thrills, lots of mid-range pull and decent fuel economy. The M135i is unique in its class as the only rear-wheel-drive hot hatch, and so boasts sharp dynamics, nimble handling and a beautifully balanced chassis.

30



Subaru BRZ

Price: £22,495 **Engine:** 2.0-litre 4cyl **Power:** 197bhp
Torque: 205Nm **0-62mph:** 7.6 secs **Top spd:** 140mph

THE Subaru BRZ conforms to the proper driver's car recipe, with a naturally aspirated engine up front, a compact coupé cabin in the middle and power sent to the back wheels. You have to work the 2.0-litre boxer engine hard, as it has only 197bhp, but the precise six-speed manual gearbox means it's a joy to do so. Plus, the steering and chassis offer plenty of feedback.

27

Lamborghini Huracán

Price: £181,875 **Engine:** 5.2-litre V10 **Power:** 602bhp
Torque: 520Nm **0-62mph:** 3.2 secs **Top spd:** 202mph

REPLACING the Gallardo was always going to be tough, but Lamborghini rose to the challenge with the Huracán. The aggressive design means the car looks every inch the Aventador's baby brother, while that V10 delivers incredible punch, with a race car-like wail. The dual-clutch box is great, as is the grip, but with a part-carbon-fibre chassis and a futuristic interior, it's a thoroughly modern supercar.



BEHIND THE WHEEL "You won't be short of attention in the Huracán and it's certainly fast, but it doesn't have the handling finesse to match Ferrari's mid-engined models."

JONATHAN BURN Senior news reporter

29

BMW M235i

Price: £34,535 **Engine:** 3.0-litre 6cyl **Power:** 322bhp
Torque: 450Nm **0-62mph:** 5.0 secs **Top spd:** 155mph

ADDING extra style to the powerful 1 Series, the BMW M235i combines elegant proportions with a scorching turn of pace. Whether you go for the Coupé or Convertible (pictured), it's not as practical as the hatch it's based on, but with similarly strong efficiency for the performance, involving rear-wheel-drive dynamics and plenty of style, it's a case of what you value more: practicality or looks?



BEHIND THE WHEEL "As the M3 gets ever quicker, you can argue that the compact and agile M235i is closer to the original car's handling purity."

JACK RIX Associate editor



23



Peugeot 208 GTi 30th

Price: £21,995 **Engine:** 1.6-litre 4cyl **Power:** 205bhp
Torque: 300Nm **0-62mph:** 6.5 secs **Top spd:** 143mph

CELEBRATING three decades since the 205 GTi was launched, the Peugeot 208 GTi 30th lives up to the legend. The brand has tweaked the standard 208 GTi to produce something special – power is up to 205bhp, there's a limited-slip diff from the RCZ R, it's wider and sits 10mm lower thanks to the stiffer suspension. The changes are small, but they make a big difference.

22

Jaguar F-Type S Convertible

Price: £65,745 **Engine:** 3.0-litre V6 **Power:** 375bhp
Torque: 460Nm **0-62mph:** 4.9 secs **Top spd:** 171mph

THE new options of four-wheel drive and a manual box have only added to the F-Type's appeal. Our pick is still the V6-engined S with Jag's brilliant eight-speed auto – it offers the best balance of power and handling of all three Convertible models. The aural assault from the growling engine seems amplified with the roof down, and with the classic front-engined, rear-drive sports car layout, the F-Type involves and entertains.



BEHIND THE WHEEL "The F-Type Convertible still turns heads, and adding four-wheel drive gives greater security in the wet without sacrificing its entertaining handling."

JACK RIX Associate editor





26



Ford Focus ST Estate

Price: £23,595 **Engine:** 2.0-litre 4cyl **Power:** 247bhp
Torque: 360Nm **0-62mph:** 6.7 seconds **Top spd:** 154mph

RECENT mid-life revisions to the Ford Focus ST brought two firsts to the range: Estate and diesel versions. This significantly widened the appeal of one of the best-driving hot hatches around, adding practicality and, in the diesel's case, 67mpg economy. The EcoBoost petrol is still the car to have for pure fun, but all models deliver razor-sharp handling and a well damped ride.



28

Porsche Macan Turbo

Price: £59,995 **Engine:** 3.0-litre V6 **Power:** 394bhp
Torque: 550Nm **0-62mph:** 4.8 secs **Top spd:** 165mph

WHEN Porsche says its Macan is a sports car SUV, it isn't joking. Although based on the Audi Q5, the Macan gets a tweaked engine, gearbox and chassis, and the Turbo model is fast, practical and grippy with precise handling to boot. Plus, it's extremely stylish.

BEHIND THE WHEEL

"The Macan will be seen as heresy by Porsche diehards, but it handles better than any other compact SUV on sale."

LESLEY HARRIS Road tester



25



Volkswagen Golf GTI

Price: £26,580 **Engine:** 2.0-litre 4cyl **Power:** 217bhp
Torque: 350Nm **0-62mph:** 6.5 secs **Top spd:** 152mph

THE VW Golf GTI is the original hot hatch, and the seventh-generation car is the best yet. It packs 217bhp, but opt for the Performance Pack, and the 2.0-litre turbo's output increases to 227bhp. Best of all, you also get bigger brakes and VW's clever front diff for even more grip when you're putting the power down. In either guise, though, the GTI is brilliant.

24



Audi R8 V10 Plus S tronic

Price: £126,835 **Engine:** 5.2-litre V10 **Power:** 542bhp
Torque: 540Nm **0-62mph:** 3.5 secs **Top spd:** 197mph

WHEN Audi's facelifted R8 arrived with the V10 Plus, it rivalled the Lamborghini Gallardo – and the new S tronic dual-clutch box finally gave the scorching engine the seamless gearshift it craved. The Plus is the best R8 yet, with a torquey engine that revs freely and with surprising delicacy. This is the swansong for Audi's first supercar before a new R8 arrives later this year.

21



Toyota GT86

Price: £22,495 **Engine:** 2.0-litre 4cyl **Power:** 197bhp
Torque: 205Nm **0-62mph:** 7.6 secs **Top spd:** 140mph

YOU can now get a GT86 for as little as £22,495 – the same price as Subaru's BRZ – and the Toyota has the edge thanks to its Connect infotainment system. Plus, with a naturally aspirated engine, manual gearbox and a limited-slip diff at the back, there's the same rich vein of performance as the BRZ to tap into.

20

Peugeot RCZ-R

Price: £32,250 Engine: 1.6-litre 4cyl Power: 266bhp
Torque: 330Nm 0-62mph: 5.9 secs Top spd: 155mph

PEUGEOT'S motorsport division transformed the attractive yet stodgy RCZ coupé into a razor-sharp two-seater for the R version. Peugeot Sport stiffened the chassis, beefed up the brakes and tuned the downsized 1.6-litre turbo engine to a startling 266bhp. There's very little lag, though, and with a clever front limited-slip diff, the front wheels make the most of that turbocharged torque.



BEHIND THE WHEEL "A super-sharp chassis and phenomenal grip mean the RCZ-R is possibly one of the best-handling front-wheel-drive sports cars there is."

JAMES DISDALE Road test editor



17



McLaren 650S

Price: £195,285 Engine: 3.8-litre V8 Power: 641bhp
Torque: 678Nm 0-62mph: 3.0 secs Top spd: 207mph

MCLAREN built on its incredible 12C with the 650S, adding even more performance and styling inspired by the P1 flagship. Form still follows function, though. A stiff carbon-fibre chassis and adaptive dampers keep the 650S cornering flat and level, plus the dual-clutch transmission makes the most of the explosive 641bhp twin-turbo V8 beneath the bonnet.

16



Porsche Boxster

Price: £39,355 Engine: 2.7-litre flat 6cyl Power: 261bhp
Torque: 280Nm 0-62mph: 5.8 secs Top spd: 164mph

STEP into an entry-level Porsche, and you'll see that masses of power isn't necessary for driving thrills. The 2.7-litre Boxster's flat-six has to be wrung out to get the most from it. The beautifully precise, mechanical-feeling six-speed manual box is an analogue delight in a digital, shift paddle world, and the convertible roof makes the most of that addictive exhaust rasp.

15

Ferrari 488 GTB

Price: £183,974 Engine: 3.9-litre V8 Power: 661bhp
Torque: 760Nm 0-62mph: 3.0 secs Top spd: 205mph

FERRARI has followed the trend for turbocharging with its latest mid-engined supercar, the 488 GTB (driven on Page 34). That's a good thing, as the performance gets a massive hike. The GTB is faster, cleaner and packs more tech than its predecessor, the 458. The screaming V8 gives you lots of Ferrari drama and still has knife-sharp throttle response, while adaptive dampers deliver race car grip.



BEHIND THE WHEEL "488 turns up the pace of Ferrari's V8 supercar to a level that makes the V12s look surplus to requirements."

STEVE SUTCLIFFE Special contributor

13



Mazda MX-5

Price: £18,495 Engine: 1.5-litre 4cyl Power: 129bhp
Torque: 150Nm 0-62mph: 8.3 secs Top spd: 127mph

THANKS to lots of weight-saving aluminium parts, the new Mazda MX-5 tips the scales at around 1,000kg, meaning the 1.5-litre four-cylinder engine is enough to hustle the roadster along at quite a pace. The brand's efficient SkyActiv technology combines with light steering and snappy throttle response to put the focus firmly on fun.

12

Jaguar F-Type R Coupé

Price: £86,810 Engine: 5.0-litre V8 Power: 542bhp
Torque: 680Nm 0-62mph: 4.2 secs Top spd: 186mph

JAGUAR was bold to call its latest sports car the F-Type, but this big cat is a worthy successor to the E-Type, especially in V8 R form. The engine snarls and catapults the stunning F-Type towards the horizon with ferocity, but lift off the accelerator, and you're treated to pops and cracks from the exhaust. Light, fast steering and huge front-axle grip mean the chassis is more than a match for the monster power.



BEHIND THE WHEEL "The F-Type Coupé is a hugely entertaining sports car, and while the auto gearbox is good, the new manual option is a welcome addition."

JACK RIX Associate editor



19



Alpina D4 Convertible

Price: £54,950 **Engine:** 3.0-litre 6cyl **Power:** 345bhp
Torque: 700Nm **0-62mph:** 4.6 secs **Top spd:** 173mph

YOU don't need petrol power to have fun, as the Alpina D4 proves. A flexible six-cylinder turbodiesel delivers 700Nm of torque, which makes for massive punch out of corners; plus, with a sweetly balanced rear-drive chassis, you can play with the Alpina's attitude using the throttle. The Convertible doesn't lose much dynamically, but instead adds to the experience.

18



Mercedes-AMG GT S

Price: £110,500 **Engine:** 4.0-litre V8 **Power:** 503bhp
Torque: 650Nm **0-62mph:** 3.8 secs **Top spd:** 193mph

THE Mercedes-AMG GT's thunderous new twin-turbo V8 dominates the driving experience, with stunning pace and a hearty exhaust note. Plus, the car corners with superb poise, and while it might not feature the gullwing doors of the old SLS AMG, it equals its sibling for sheer theatre.

BEHIND THE WHEEL

"For a front-engined, rear-wheel-drive car, GT has sensational mechanical grip and traction, and body control is superb."

JAMES BATELOR News editor

14



Porsche 911 GT3 RS

Price: £132,451 **Engine:** 4.0-litre flat 6cyl **Power:** 493bhp
Torque: 460Nm **0-62mph:** 3.3 secs **Top spd:** 193mph

PORSCHE'S new GT3 RS is the pinnacle of 911 development, with a 4.0-litre 493bhp engine revving to a heady 8,800rpm. Sporting a huge rear wing and gaping wheelarch vents, the GT3 looks every inch the competition car, and with rear-wheel steering, a lightning-fast shift paddle gearbox and carbon ceramic brakes, this is the track day car of choice.

11



BMW M3

Price: £56,595 **Engine:** 3.0-litre 6cyl **Power:** 425bhp
Torque: 550Nm **0-62mph:** 4.3 secs **Top spd:** 155mph

WHILE the new turbocharged straight-six engine under the BMW M3's bulging bonnet delivers more efficiency, it still provides thumping power. The extra mid-range torque of the turbo unit compared to the old V8 means it's edgy and eager. The M3 and its M4 cousin are still the cars to beat in the performance executive class.

Fast fun cars



Stuart Price



P1 GTR is surprisingly easy to drive and refined compared to F1, but grip, traction, acceleration and braking are bewildering





HISTORY *lesson*

McLAREN SUPERCARS DRIVEN

McLaren's F1 GTR stunned the racing world by winning on its Le Mans debut 20 years ago. Is British supercar maker's new P1 GTR a worthy successor?



Steve Sutcliffe
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AT IT remains one of the most unexpected victories in front-line motorsport. The race was the 1995 Le Mans 24 Hours, and the car that won was the mighty McLaren F1 GTR, much like the red and yellow car you see here. The reason the McLaren's victory came as such a huge surprise to everyone was that it won on its debut at the race. No car in the modern era of racing had ever done that before.

Scroll forwards 20 years and, although McLaren has no plans to return to Le Mans any time soon, it has finally produced a successor to the F1 GTR in the form of the P1 GTR. To celebrate, we drove both cars back to back on one unforgettable morning at Silverstone.

The P1 GTR is not a full racing car, unlike its forebear. Instead, think of it as the ultimate track day machine, created by McLaren to satisfy the desires of its most exclusive customers. You can't buy one unless you already own a regular P1, and you will never be able to drive your GTR on the road because, unlike the F1 GTR you see here, owned by Pink Floyd drummer Nick Mason, the P1 GTR will never be road legal. But your £1.98m doesn't just buy a mere motor car – it buys into the world's most exclusive driver-training program. Each P1 GTR comes with a small team of engineers to help you fettle and understand the car, plus an ace McLaren driver to teach you how to drive it at a series of venues such as Silverstone, Abu Dhabi, Bahrain, Spa in Belgium and the Circuit of the Americas in Texas.

In total only 45 P1 GTRs will ever be made, and for your near-£2m you get the full track day and driver-training program, plus a fitness regime to go with it, for 18 months. Plus, of course, the small matter of a P1 GTR is included. During that time it's up to you whether you take your P1 GTR away, store it in your garage and transport it to the various circuits. McLaren will take care of the car and transportation

for you. The company says that, so far, about 50 per cent of P1 GTR customers have chosen to look after their cars themselves.

Were it my P1 GTR, I'd want it tucked up in my own garage so I could gawp at it in the middle of the night. But it's what lies beneath the dramatic carbon fibre skin that matters most. The basic engine and hybrid system is the same as that of the regular P1, so there's a 3.8-litre twin-turbo V8 mated to a dual-clutch seven-speed gearbox with a carbon fibre tub. The GTR is rear-wheel drive and its rear wing is fixed to provide maximum downforce at all times.

Power from the twin-turbo hybrid V8 is 986bhp with torque rated at 1,000Nm. The GTR also weighs a fair bit less than the regular P1, despite featuring a hydraulic jacking system so the wheels can be changed in a jiffy. Its slick Pirelli rear tyres have been exhaustively tested so they don't melt beneath all that torque. But there's also ABS and an adjustable traction control system because, says the GTR's chief development driver Chris Goodwin: "We didn't want to make a car that was going to be difficult or intimidating to drive. We wanted to make a car that's really fast, of course, but also one that our owners can enjoy, no matter where their skill levels are at. And then, hopefully, over the program they will get better, and learn to enjoy the car even more as the process evolves."

The F1 GTR, on the other hand, isn't quite so cuddly. Its atmospheric 6.1-litre V12 produces 620 of the loudest, most rampant horsepower you will ever encounter. Its steering and

"Sense of energy being unleashed in the F1 GTR is total, and the noise deafening"



"McLaren isn't returning to Le Mans, but has finally built a successor to F1 GTR in P1 GTR"



brakes have no power assistance, and its six-speed gearbox features a conventional H pattern shift, while its clutch pedal requires a mighty shove just to move.

I drive the F1 GTR first because, when I arrive, Bruno Senna is in the P1 GTR, and doesn't look like getting out any time soon. Before I climb aboard the F1, hands oscillating slightly with nerves, engineers fire it up and begin the process of warming its complex gizzards. This takes a good five minutes, during which time I stare at what is surely one of the most gorgeous-looking race cars ever built.

Once I'm inside, the F1's central driving position feels instantly natural, immediately perfect. As the numbers in its surprisingly simple digital dashboard indicate that the gearbox oil has come up to temperature, I snick the right-mounted gearlever up into first and gradually release the carbon clutch – no throttle required.

And, ever so slowly, the F1 GTR starts to move. It feels and sounds rabidly alive as I drive out of the pitlane and on to the circuit. The ride is firm but not ludicrously so, the steering heavy but precise, the gearchange instant, the brake pedal firm but bubbling with feel under foot.

But it's the throttle response that blows me away the most. It is nothing short of incredible how violently the F1 GTR accelerates when I prod its accelerator in any of the first five gears. The sense of energy being unleashed is total, the noise that accompanies my progress magnificently deafening, even with a crash helmet on.

The way this car eats the main Hangar Straight at Silverstone is as shocking as it is hilarious the first time I let rip in it, and the way it stops for and then turns into Stowe corner at the end of the straight is similarly astonishing. The experience of simply driving the F1 GTR on a circuit, albeit not that fast, is intimidating, exhilarating, uplifting and downright terrifying, all at the same time.

I do four laps in the F1 and then come back in. During those laps I get nowhere near what this incredible car – which, by the way, is valued at around £20m – can do. But it's enough to make me realise what a complete and utter weapon it must have been 20 years ago, and which it still is even today. The speed it can generate in a straight line is outrageous, even by crazy modern standards, but it also feels glued in the corners, too, which I wasn't expecting.

Although the driving position of the P1 GTR is much more conventional than the F1's – you sit on the left because all P1s are left-hand drive – its cabin feels more complex. Most key buttons have been transferred to the steering wheel for ease of use, but it's still an intimidating

HOT SEAT
Pitcrew is on hand to keep P1 GTR running perfectly; cockpit is more complex and intimidating than F1 GTR's



NEW VS OLD

Steve Sutcliffe pitched McLaren's new track-only P1 GTR against illustrious race-winning F1 GTR

machine to climb aboard, with huge side pods obliterating your view of pretty much anything on either side.

Chris Goodwin talks me through the controls. He tells me the traction control settings are "still quite fruity at the moment, so be careful with the throttle to begin with" and sets the gearchange mode to full manual. A man in front of the car gestures for me to go, so I click the right-hand gear paddle towards me to select first – no clutch as the gearbox is fully automated – and away we rumble.

The ride is softer than the F1's, and the power steering far lighter. Ambling down the pitlane, its exhausts thrumming, the P1 GTR feels like a pussycat compared with the F1. And that's exactly how McLaren wanted it to feel – friendly, easy to operate, approachable. There's even air-conditioning to keep you chilled. For the first half-lap I drive it very gingerly indeed, gauging how light and precise the steering feels, how soothing the ride seems, how powerful the brakes are and how little roll there is despite the surprising refinement.

Compared to the F1, the P1's throttle response also seems strangely soft to begin with. A small amount of pressure on the pedal leads to only a little reaction from the engine, so when the back straight opens out, I press harder in third gear, to see at which point the P1 reveals the other side of its personality – the one that can, if you



give it a bit more throttle, thrust you towards the horizon with a severity that might even make you feel slightly ill the first time.

The back straight comes and goes seemingly in a heartbeat, and at the end of it I slam on the brakes far too early – the GTR sheds speed faster than it accrued it. This car is a complete madman in a straight line, no question, but it's actually the way it stops for and carves its way through the corners that leaves the deepest impression.

This is what separates the P1 GTR from other supercars: the level of grip it generates mid-corner, the total composure it displays under braking, the balance it has on turn-in and – probably the hardest of all to comprehend – the traction it generates on the way out of corners. In all



“What separates the P1 GTR from other supercars is the level of grip it generates mid-corner, the composure under braking, the balance on turn-in, the traction on the way out of corners”



“We wanted to make a car that’s fast, but also one our owners can enjoy, no matter their skill levels”

Chris Goodwin
chief development driver

these areas the GTR is untouchable by all but the very fastest racing cars, yet at the same time it really does feel friendly and even easy to drive.

After another four laps I’m nowhere near as battered physically as I had been in the F1 GTR, but the sense of elation and bewilderment is stronger than it was in the original because, however fast and exhilarating you might imagine the P1 GTR to be, double it, add five hundred, double it again and you still won’t be anywhere near. This car is that special to drive, that exciting – that fast.

The fact that the 20-year-old F1 GTR is, in its own more primal way, every inch as thrilling in spite of – or perhaps because of – its age, is testament to how seriously they commit to the legendary GTR badge at McLaren.

10



Ariel Nomad

Price: £33,000 **Engine:** 2.4-litre 4cyl **Power:** 235bhp
Torque: 300Nm **0-60mph:** 3.4 secs **Top spd:** 125mph

AS if the Ariel Atom wasn't barmy enough, the British sports car brand has added an off-road version to its line-up, called the Nomad. Long-travel off-road suspension, big tyres and a spider's web of a roll cage make it look like a Mad Max film extra, but on the road the wild two-seater is surprisingly sane.

This is mainly down to the soft, long-travel suspension, which soaks up bumps that even luxury limousines would struggle to contain. Yet the Nomad combines this suppleness with terrific body control. There's some roll through corners, but the specially developed springs and dampers keep wayward movement in check. As a result, you can scoot through bends with almost the same agility as the brand's Atom.

Mounted behind you is a 2.4-litre Honda VTEC engine that screams to over 7,200rpm, and fires the Nomad down the road like a rocket. Yet what makes this car so amazing is that it's equally at home off road – bolt on a set of knobbly mud tyres and it will cover rough ground as effortlessly as a Land Rover Defender. At £33,000, the Ariel isn't cheap, but given the breadth of its ability it's much better value than other track day specials.



BEHIND THE WHEEL

"On the road the Nomad is more manageable than the Atom. Thanks to the soft ride and full windscreens, you can enjoy its performance for more of the time over a wider variety of roads. Better still, on rough terrain you can revel in its mountain goat agility."

STEVE SUTCLIFFE
 Special contributor



Caterham

Price: £26,990 **Engine:** 1.6-litre 4cyl **Power:** 137bhp
Torque: 163Nm **0-60mph:** 5.0 secs **Top spd:** 122mph

THE stunning Caterham Seven 270S is an old-school featherweight, and thanks to the car's lack of power-steering, the feel you get from it is totally uncorrupted – this is as pure as sports cars get.

This retro approach also means there's no ABS or traction control, so you've got to be measured with your braking and acceleration. However, if you manage to get it right, there's no better feeling as you perfectly string a set of corners together.

Power comes from a Ford-sourced four-cylinder engine that delivers enough performance to easily outpace a hot hatch in a drag race. The Caterham's lightweight frame – it tips the scales at just 540kg – makes for a strong torque to weight ratio, and its power kicks in nicely as the revs rise. You're open to the elements and it lacks the safety kit of modern rivals, but the analogue Seven fizzes with feedback thanks to a snorting exhaust note and a snappy manual gearchange that means you can have a riot at sane speeds.

Sat low down in the heart of the car, you feel everything that's going on around you, but the new S pack for the recently revised Seven range proves it's a more user-friendly car than ever with a supple ride. However, buyers wanting the ultimate in involvement should opt for the R version. The addition of a limited slip diff, sports suspension, racing seats and four-point harness makes this the ultimate in raw driving appeal.



8



Seven 270R



9



Honda Civic Type R

Price: £29995 **Engine:** 2.0-litre 4cyl **Power:** 306bhp
Torque: 400Nm **0-62mph:** 5.7 secs **Top spd:** 167mph

HONDA launched an assault on the hot hatch class with its new Civic Type R (driven on Page 8), and although the old naturally aspirated engine has been replaced by a turbo, it actually makes for less rev-chasing and more accessible performance.

The car still features the brand's clever VTEC system for top-end thrills, but with that turbo to fill in the mid-range, it finally has the firepower to compete in this competitive market. It doesn't sound as exciting as the old car, but it's brutally effective, blasting from 0-62mph in just 5.7 seconds.

The chassis tech matches the motor and features a clever new dual-axis strut front suspension set-up to reduce torque steer tugging at the wheel. Meanwhile, a '+R' mode

sharpens up the throttle response and the suspension damping, adding more weight to the pinpoint steering. The end result is a precise set-up that grips tenaciously.

This is the fastest-accelerating front-wheel-drive hatchback on sale, but with track-focused rubber and huge Brembo brakes, it also stops superbly. The boy-racer looks might put some people off, but that bulging bodykit provides some decent downforce and extra grip. As a result, the Type R is a hot hatch record holder, having set the fastest front-wheel-drive lap time around the Nürburgring.

It can't match the more focused Renaultsport Mégane Trophy R for driver involvement, but the five-door Civic offers 95 per cent of the thrills in a more usable package.



Renaultsport Mégane Trophy R

Price: £36,430 **Engine:** 2.0-litre 4cyl turbo **Power:** 271bhp
Torque: 370Nm **0-62mph:** 5.8 secs **Top spd:** 159mph



WHEN Renaultsport gets its hands on a hatchback, you know it's going to be good – and the Mégane Trophy R is one of the best in the business.

It's not for the faint-hearted, with Recaro bucket seats and race harnesses, plus no radio or air-con. Yet trick Ohlins dampers, powerful Brembo brakes, sticky semi-slick tyres and a 100kg weight saving turn this hatch into a razor-sharp track refugee. If that sounds extreme, you can add all the mechanical upgrades to the standard Trophy, like the car in our pictures.

Apart from a fruity aftermarket exhaust that spits out whip-crack pops on gearchanges, the Mégane's 271bhp 2.0-litre turbocharged engine is unchanged from the standard car's. But thanks to a lightweight chassis and reduced sound deadening, the Renault looks and sounds incredibly fast. It is indeed very quick, with a gruff whoosh from the turbo providing massive mid-range performance.

Even though those Ohlins dampers are fully adjustable – this is a very stiff car built with a single-minded focus: to be the best hot hatch around. Renaultsport achieved its goal and set a scorching Nürburgring lap time of seven minutes 54.36 seconds, but there's more to the Mégane than outright lap performance, as the hugely adjustable chassis gives you so many options.

With masses of mechanical grip, you can use the meaty steering – which ripples with feedback – to place the car with pinpoint accuracy, or you can grab the car by the scruff of the neck and muscle it around. The special graphics pack won't please everyone, but this Mégane demands attention with its contrasting black roof and red wheels.



BEHIND THE WHEEL

"Trophy R comes into its own on a twisty road. The track-focused Michelin Pilot Sport Cup 2 tyres deliver huge grip in the dry, while switching the car to Sport or Race modes means the sharp chassis, stiff dampers and direct steering let you know exactly what's going on beneath you."

LESLEY HARRIS Road tester



7



6



Ford Fiesta ST

Price: £17,395 **Engine:** 1.6-litre 4cyl **Power:** 180bhp

Torque: 290Nm **0-62mph:** 6.9 secs **Top spd:** 139mph

IT'S been a stalwart of our Fast Fun Cars specials over the past few years, and the Ford Fiesta ST shows no sign of dropping out of the rankings even though newer, hotter competition has arrived this year.

At the heart of the experience is a raspy 1.6-litre turbo engine that loves to be revved, and with huge grip from the stiff suspension set-up, you can throw the ST around like a little rally car. The chassis sends so many detailed messages back to you that it begs to go quicker, and it does what a hot hatch should by immersing you fully in the process of going fast.

The interior doesn't have the most premium feel, but with the hot Fiesta starting from £17,395 and such a high level of enjoyment on offer, it's hard to complain. The driving position is perfect, too, with figure-hugging Recaro sports seats to grip you in bends and a positive six-speed manual allowing you to push gear changes through rapidly.

An optional upgrade from Ford tuner Mountune hikes power and torque up to 212bhp and 320Nm respectively, and the extra urgency from the scintillating engine doesn't corrupt the car's overall character. Best of all, it costs just £599 and doesn't affect the standard warranty. This boost in performance cuts the 0-62mph time to 6.4 seconds and means the raucous supermini can threaten cars in the class above, like its bigger brother the Focus ST and the VW Golf GTI. The Fiesta ST proves that fast Fords are still alive and well.



BEHIND THE WHEEL

"Class-leading Fiesta chassis is enhanced by faster steering, increased roll stiffness and bespoke damping settings. Unlike its rivals, the ST is free of adjustable drive modes – yet settle into the driver's seat, and the well engineered simplicity means it's an absolute joy."

JAMES DISDALE Road test editor



5



Porsche Cayman GTS

Price: £56,092 **Engine:** 3.4-litre flat-six **Power:** 335bhp **Torque:** 380Nm **0-62mph:** 4.9 secs **Top spd:** 177mph

WHEN it comes to pure driving thrills, the Cayman GTS takes some beating. A beautifully balanced, mid-engined layout delivers progressive and engaging handling, while its naturally aspirated flat-six engine boasts a serious bite to match its spine-tingling bark.

Based on the already excellent S model, the GTS adds a number of desirable options, including adaptive dampers, a limited slip differential and Sport Chrono pack. Crucially, the Cayman's scintillating 3.4-litre engine has been given a 15bhp power boost, taking the total output to 335bhp.

As a result, the 0-62mph sprint is demolished in just 4.9 seconds (4.8 seconds if you opt for the twin-clutch PDK gearbox) and the top speed rises to a supercar-rivalling 177mph. Better still, this scorching performance

is accompanied by a thrilling mechanical howl from the flat-six as it races towards its 7,400rpm peak.

Yet it's the way the Porsche attacks corners that will really get your senses tingling. The electrically assisted steering is fast, beautifully weighted and dripping with feedback, while the staggering grip allows you to carry astonishing speed through bends. But reach the GTS's high limits and you'll find it's approachable and poised, allowing you to subtly alter the car's attitude using small adjustments of steering and throttle.

Take things a little easier and the Porsche is transformed into a surprisingly refined and comfortable cruiser, while its roomy cabin and decent-sized boots make it reasonably practical everyday. So, is this the best Cayman ever? Well, until the GT4 hits UK soil later this year...





SEAT Leon Cupra 280 ST

Price: £29,205 **Engine:** 2.0-litre 4cyl turbo **Power:** 276bhp **Torque:** 350Nm **0-62mph:** 6.1 secs **Top spd:** 155mph

A YEAR after making its debut, our reigning hot hatch champ shows no signs of slowing down. Fast, fun, sleekly styled and surprisingly refined, the scorching SEAT is a sports car for all seasons.

Better still, the brand has now added a practical estate version to the line-up. Based on the award-winning ST, the newcomer boasts a healthy 276bhp under the bonnet and a massive 587 litres in the boot.

Yet despite this emphasis on practicality, the Leon is still extremely good to drive. Blistering acceleration is a given for a car with this much power, but it's the way it delivers this performance that impresses.

The 2.0-litre turbo pulls relentlessly from low revs and in the real world few cars are faster, particularly when overtaking slower traffic. The sensation of speed is enhanced by models fitted with the £1,355 DSG gearbox, which

delivers smooth and swift shifts. Of course, power is nothing without control – and happily the Cupra has everything in hand on a twisting back road.

A clever electronically controlled limited slip differential curbs understeer and keeps the Leon locked on your chosen cornering line. There are also adaptive dampers that can be stiffened to rein in body movements, while Cupra mode sharpens the throttle.

However, select the softest suspension setting, lift off the throttle, and the Cupra is as refined and practical as a standard Leon. It's going to take something special to knock it off the top of the hot hatch tree.

BEHIND THE WHEEL "The Cupra is a car that proves you can have your cake and eat it, as it's as comfortable as the standard model, yet delivers serious driver thrills."

DEAN GIBSON Deputy road test editor



3



Audi TTS

Price: £38,945 **Engine:** 2.0-litre 4cyl **Power:** 306bhp
Torque: 380Nm **0-62mph:** 4.9 secs **Top spd:** 155mph



FOR the first decade-and-a-half of its life, the Audi TT put stylish looks ahead of driving fun. However, that's all changed with the arrival of the all-new third generation model – and the flagship TTS in particular.

Based on the same strong and lightweight MQB underpinnings as the A3 hatchback, the TTS now feels as sophisticated to drive as it is stunning to look at. Sharp and naturally weighted steering allows you to place the car with laser-guided precision, while the hi-tech magnetic ride dampers effortlessly blend rock-solid body control with a composed ride. And like all fast Audis, the TTS benefits from quattro four-wheel drive, which provides confidence-inspiring traction whatever the weather – few cars are as fast from A to B.

Under the sleek bonnet of the TTS is Audi's tried-and-tested 2.0-litre turbo, which has been tweaked to deliver a thumping 306bhp. As you'd expect, performance is blistering, with the coupé racing from 0-62mph in just 4.9 seconds. Models fitted with the six-speed S tronic twin-clutch gearbox are faster still, shattering the acceleration benchmark in 4.6 seconds.

On the road, the TTS feels every bit as quick as the figures suggest, thanks to its muscular peak torque figure of 380Nm at just 1,800rpm. A purposeful rasp from the engine only adds to the car's racy appeal.



BEHIND THE WHEEL

"The old TTS' driving experience was tainted by understeer during fast corners, but the new model has rectified this issue perfectly. There's an abundance of grip on offer, and that allows the car to power through corners with a neutral stance."

SEAN CARSON
Senior road tester



Mercedes-

Price: £61,260 **Engine:** 4.0-litre V8 twin-turbo **Power:** 469bhp

SURPRISED to see an estate finish so far up the order? Well, you shouldn't be, because the latest Mercedes-AMG C 63 is one of the most thrilling cars money can buy, particularly in this practical, load-lugging guise.

With its thunderous soundtrack, breathtaking acceleration, engaging handling and upmarket interior, the versatile C 63 is the ultimate high-performance all-rounder. It even looks the part, in a muscular yet understated way.

The standard C-Class body has been subtly enhanced with wider wheelarches, a deeper front bumper, a pair of power bulges in the bonnet and a quad exhaust. It doesn't shout about its performance potential, but there are enough clues for anyone to realise that this is a car that means business.

However, any thoughts that the Mercedes is a low-key choice are shattered the moment you prod the starter button. The all-new twin-turbo V8 explodes noisily into life. Squeeze the throttle, and the engine emits a bassy rumble, which turns into a NASCAR bellow as the revs race towards the red line.

And the car isn't all mouth and no trousers, either, because it'll blast from 0-62mph in just 4.2 seconds. If that's not fast enough, a 503bhp S model shaves one-tenth from this time.

The excitement doesn't end when you turn into a corner. Thanks to its bespoke AMG suspension, faster steering and uprated brakes, it dives through bends with agility and poise. Plus, if you turn off all the electronic driver aids, the rear-wheel-drive Mercedes will indulge in smokey, showboating tailslides.

Behind all of these high-performance heroics lurks a standard C-Class, which means the car is beautifully refined, plus there's plenty of space for all the family in one of the most desirable cabins around.



-AMG C 63 Estate

Torque: 650Nm **0-62mph:** 4.2 secs **Top spd:** 155mph



BEHIND THE WHEEL "By packaging the two turbos in the 'V' between each bank of cylinders, AMG has created an engine that's more powerful and efficient than before."

JONATHAN BURN Senior news reporter

THRILLER

Hot C-Class Estate doesn't shout about its potential, but twin-turbo V8 allows smoking tailslides. Cabin is beautifully finished, too

Porsche 911 GTS

Price: £91,793 **Engine:** 3.8-litre flat-six **Power:** 424bhp
Torque: 440Nm **0-62mph:** 4.4 secs **Top spd:** 190mph

BOASTING one of the best naturally aspirated engines around, a finely balanced sports car chassis, subtle yet focused looks and more than 50 years of development, the GTS is the pièce de résistance of the Porsche 911 line-up.

When the brand moved to electric power-steering, fans of the car's characterful, writhing, bobbing front end might have been a little disappointed, but although the GTS' steering is electronically assisted, the feel and weight are just delightful. There's so much feedback on offer that it goads you into driving quicker, and the harder you push the 911, the more it comes alive.

Porsche has equipped the GTS with some racier touches, including motorsport-style centre-lock wheels, while carbon-fibre bucket seats and ceramic brakes are on the options list. If you want ultimate performance, you can specify a PDK dual-clutch auto gearbox that shaves 0.4 seconds from the car's 0-62mph time.

The brand's Active Suspension Management is standard, allowing you to tune the 911's chassis on the move. In Comfort mode, it's supple, but stiffen up the dampers, and it instantly takes on a sharper, harder character.

The 911 always feels beautifully balanced and infinitely adjustable using the throttle and brakes – not just the steering. However, unlike some rival units, the GTS' engine does without trick turbochargers, so it can feel docile at first. But with 424bhp under your right foot, wringing out the 3.8-litre unit is a pleasure, and as the sonorous flat-six is over the rear wheels, providing superb traction out of turns, the GTS is difficult to unstick – unless you want to.

This is a remarkable car that entertains and enthralts nearly as much as the race-derived GT3, yet it's still as easy to live with on a daily basis as an entry-level Carrera.

1



BEHIND THE WHEEL "GTS offers the second-best 911 driving experience after the GT3, yet doesn't compromise the qualities that make lesser versions so usable."

JACK RIX Associate editor



FAST FACT The GTS comes with a choice of a manual or PDK automatic gearbox, two or four-wheel drive and coupé, Cabriolet or Targa bodystyles.

"There's so much feedback on offer that it goads you into driving quicker, and the harder you push the 911, the more it comes alive"



ON THE LIMIT

GTS is absolutely thrilling to drive, while it also features a driver-focused cabin, and it's all extremely solidly built



Volkswagen Passat Estate

Price: £28,390

Engine: 2.0-litre 4cyl, 148bhp

0-60mph: 8.0 seconds

Test economy: 49.8mpg/11.0mpg

CO₂: 119g/km Annual road tax: £30



90

LIVING WITH A...

Bright blue model on fleet stands out from more conservative shades as Cactus becomes more common.



Kings of the Load

Volkswagen's new Passat Estate loads up against key rivals from Mazda and Ford in a family class shoot-out

Pictures: Stuart Price Location: Bruntingthorpe Proving Ground, Leics



Ford Mondeo Estate

Price: £26,415

Engine: 2.0-litre 4cyl, 148bhp

0-60mph: 9.0 seconds

Test economy: 54.0mpg/11.9mpl

CO₂: 128g/km **Annual road tax:** £110



Mazda 6 Tourer

Price: £25,995

Engine: 2.2-litre 4cyl, 148bhp

0-60mph: 8.8 seconds

Test economy: 48.9mpg/10.8mpl

CO₂: 129g/km **Annual road tax:** £110

THE family estate car class has taken a bit of a beating in the past few years. Buyers have been turning away from these practical models in favour of crossovers, people carriers and SUVs, and the latest generation of large estates needs something special to stand out in the crowded new car market.

Take the new Volkswagen Passat Estate. It offers the same versatile load area as before, but VW has given the family five-door an upmarket makeover that attempts to add a bit of compact executive appeal. Does this provide it

with an edge? To find out, we've lined it up against its closest competitors.

The Mazda 6 Tourer has benefited from the same makeover as its saloon sibling, while its sharp chassis means it's the driver's choice in the class. That accolade used to go to the Ford Mondeo, but the latest model, launched late last year, has sacrificed sporty handling for a more comfortable drive. But does it have the upmarket appeal to be an attractive buy?

We've lined up 148bhp diesel auto versions of our cars to see which is best, with enough practicality to stand out.

MODEL TESTED: Volkswagen Passat Estate 2.0 TDI DSG SE Business

PRICE: £28,390 ENGINE: 2.0-litre 4cyl, 148bhp

THE Volkswagen Passat is based on an enlarged version of the VW Group's versatile MQB platform. This eighth-generation model is designed to be an upmarket family car, while the Estate has more space than ever. Here, we test the fleet-focused £28,390 SE Business version, which is powered by a 2.0 TDI diesel paired with a six-speed DSG gearbox.

Styling 3.6/5

VOLKSWAGEN has a reputation for building solid-looking cars, and the latest Passat doesn't deviate from that formula. Designers have taken styling cues from the four-door CC, and the nose features a narrow grille that stretches out between a pair of large headlamp clusters. These feature halogen bulbs, but you can upgrade to smart LED lights for £710 to give the car a bit of a visual boost.

The subtle curves of the nose and front wings blend into a square body with distinctive creases running along the sides to the tail-lamps, while a discreet roof spoiler and rear windscreens surround boost the car's aerodynamics. To top it off, you get smart-looking, 17-inch, 10-spoke alloys and a pair of roof rails, which are finished in silver on SE-spec models and above. Overall, the Passat is an attractive car, but unless you go for bright silver or white, the palette of dark metallic paints on offer make it look a little underwhelming.

It's a better story inside, because while there's plenty of dark-grey plastic, silver trim breaks up the monotony. The chrome vent trim stretches across the dashboard, while the analogue clock and silver dash inserts add a bit of interest. Plus, the whole cabin has an air of quality that neither rival here can match.

Neat touches include a flock-lined glovebox and door bins, so loose items don't rattle about when you're on the move, while the piano-black trim on the steering wheel is a classy addition. SE Business models get sat-nav and Bluetooth as standard, and the touchscreen is easy to use.

Driving 4.2/5

ALL three cars here are powered by 148bhp diesels, but they have distinctive characters thanks to their auto gearboxes. The Passat's six-speed DSG twin-clutch transmission delivers quick shifts, although the software can get confused when switching between coasting and accelerating, which can result in hesitant downshifts.

However, on the whole, the Passat is a strong performer, plus it was the fastest car on test. We managed 0-60mph in 8.0 seconds, which was eight-tenths faster than VW's claimed time, and in-gear performance was equally impressive, although longer ratios meant it was slower than the 6 Tourer in fifth and sixth from 50-70mph.

On the road, the Passat delivers an excellent mix of comfort and handling. It's not quite as sharp as the 6 in corners, but its turn-in is still eager with decent body control, while the whole car feels more alert and involving than the Ford Mondeo. We would recommend adding the £185 XDS electronic differential, as this helps the VW hold on to a tight line in corners and all but eliminates understeer.

Take it easy, and the Passat is supremely refined. There's very little engine noise, and the suspension soaks up lumps and bumps in town well. Head for the motorway, and the soft suspension, minimal tyre and engine noise and user-friendly standard

Testers' notes

"You pay a premium for the Passat Estate as a private buyer, but lower emissions mean it's a cheaper company car choice than rivals here. Either way, the VW has an upmarket feel that puts it well ahead of the Mazda and Ford, plus the boot is packed with useful touches. As well as the variable floor height, there's storage on either side, while cut-outs in the trim mean it's easy to store the load cover in the car when not in use."



James Disdale Road test editor

adaptive cruise control combine to make the car an excellent long-distance cruiser.

Practicality 4.8/5

BY their very nature, estate cars need to be roomy, but today they must offer more than just sheer space. Thankfully, the Passat has a host of versatile touches to go with its claimed 650-litre boot capacity. That's 150 litres more than the Mondeo's, even though the former has smaller external dimensions.

The VW's practical features start as soon as you open the tailgate, which is unlatched via the bootlid badge – an electric tailgate is a £365 optional extra, while hands-free power opening costs £595. The bottom part of the latch mechanism is covered by a flap to stop it scratching items during loading, while the load cover has a useful two-stage opening.

The boot floor is mounted on runners on either side of the load bay, and the floor can be positioned at two levels, with the upper setting leaving a flat floor with the back seats folded. The floor is also hinged, while flexible panels hold it in position.

Underneath, there's a flock-lined well for the spare wheel and slots to store the load cover when you need to use the 1,780-litre maximum capacity. There are levers in the boot to fold the back seats, while the seatbelts sit clear of the mechanism when you put the seats back. Our only real niggle with the Passat is that the boot light is mounted in the roof, so at night you need to push the load cover back to light it up.

As well as a big boot, the Passat has plenty of rear space. The wide doors make access easy and there's plenty of legroom for the outer occupants, but the middle seat is positioned high and the transmission tunnel gets in the way a bit. Add in deep door bins, a big glovebox and decent centre console storage, and the Estate is a hugely versatile family car.

Ownership 4.0/5

THE Passat hasn't been tested by Euro NCAP in Estate guise, although the saloon earned a five-star rating that will give buyers peace of mind. VW offers a variety of advanced safety kit, but while adaptive cruise control and smart city braking are standard, lane departure warning and blind spot detection are optional.

The brand has a reputation for building reliable cars, and the MQB-based Passat should be relatively problem-free, but there have been a few reported cases of problems with the DSG box. Plus, owners lamented customer service at VW garages in our most recent Driver Power dealer survey, and the network came second last in the ranking as a result.



VW Passat





Design

SQUARE body gives Passat a solid look. Roof spoiler and 17-inch 10-spoke alloys add style and keep the car composed on the move. Plus, turn-in is eager and the car is sharp off the line

Passat Estate



CO₂/tax
119g/km
£30 or 21%



Practicality
Boot (seats up/down)
650/1,780 litres



Performance
0-60/30-70mph
8.0/7.7 seconds



Braking
70-0/60-0/30-0mph
52.9/38.7/9.3m



Running costs
49.8mpg (on test)
£80 fill-up



Storage

CABIN has plenty of useful compartments, including a big glovebox. Rear seats are roomy; maximum boot space of 1,780 litres is useful

Running costs 4.0/5

OUR Passat 2.0 TDI DSG SE Business costs £28,390, which is £2,395 more than the 6 Tourer. However, it's well equipped, with standard kit including sat-nav, front and rear parking sensors, adaptive cruise and part-electric seat adjustment, while there's lots of scope for personalisation. Plus, low emissions mean the VW is a more attractive company car, with more wallet-friendly Benefit in Kind costs than the Mazda.

We managed a respectable 49.8mpg on test, while the largest fuel tank here means that you could travel up to 800 miles between fills. Add in a competitive service package and the best residuals of our trio, and the Passat's low long-term running costs more than outweigh the initial purchase price for private buyers.

Testers' notes

"Upgrading to the £1,615 Vienna Leather luxury pack not only adds heated leather seats, it also includes sound-insulating glass that all but eliminates wind noise at speed and delivers a refined motorway drive."



Dean Gibson Dep. road test editor

MODEL TESTED: Mazda 6 Tourer 2.2 auto SE-L Nav

PRICE: £25,995 ENGINE: 2.2-litre 4cyl, 148bhp

AF THE Mazda 6 has been a stern rival for the Passat in recent years, and the updated saloon gave it a hard time in our Issue 1,362 test. Now, it's the turn of the Tourer estate to take on the VW. Power comes from a larger 2.2-litre diesel engine, yet it also produces 148bhp, and here we try the SE-L Nav car with a six-speed auto gearbox – priced at £25,995.

Styling 3.7/5

ONE area where the 6 stands out from its rivals is with its looks. The Japanese brand has given all of its models a corporate face, but the flowing lines and swooping bodywork make the Tourer a lot more flamboyant than the rather straight-edged Passat.

The recent facelift tidied up the Mazda's nose with a reprofiled grille and a new bumper design, but only the most eagle-eyed fan will notice the differences. Go for an SE-L model, and you get standard halogen headlamps, although there are no options to upgrade to LEDs or xenons. If you want xenons with LED daytime running lights, they're standard on the higher-spec Sport Nav version.

Elsewhere, you get silver roof rails and smart 17-inch alloys, but while the rims help to soften the ride, they look lost in the wheelarches. Another gripe, and something the 6 has in common with the Passat, is the range of uninspiring metallic paints on offer. At least the recent update added bright silver to the palette, or you could go for Mazda's distinctive Soul Red colour, which carries a £120 premium over the standard metallics, at £660.

Inside, the Tourer has been updated with the infotainment system first seen on the Mazda 3. It retains the rotary controller and shortcut buttons on the centre console, but the old infotainment screen has been replaced by a larger, tablet-style touch display that's mounted closer to the driver. Controlling the assorted functions is relatively easy, and you can either use the touchscreen at all times or the controller, or you can switch between the two.

The dash design looks neat and the cabin is well built, but some of the plastics used feel cheap compared to those in the VW and Ford, while the blocky trip computer display looks a little dated compared to the Mondeo's TFT screens. Overall, though, the Mazda is logically laid out and easy to get along with, even if it can't quite match the VW's executive car feel.

Driving 4.1/5

KEYLESS starting is standard on the Tourer, and the engine fires up with a bit of a sporty rumble, although it's not incredibly noisy. The 2.2-litre diesel has a torque advantage over the Passat, with 380Nm on offer from 1,800rpm, but the slow response of the Mazda's conventional automatic gearbox meant it was slower from a standing start, taking 8.8 seconds to sprint from 0-60mph. Still, that was a healthy 1.2 seconds faster than Mazda's claimed 0-62mph time.

In gear, the 6's bigger torque figure helped it to closely match the Passat, while leaving the car in full auto mode saw it post similar times to the Mondeo in kickdown. In reality, the Tourer feels rapid, while the smooth-shifting auto gearbox helps keep the engine on song, yet if you want to take manual control, you have to use the gearstick, as there are no steering wheel-mounted shift paddles.

On the road, the Mazda delivers decent comfort, although it does have a bias towards sporty handling. That means it's a bit more fun to drive than the VW,

Testers' notes

"While its rivals here don't allow you to fully deactivate their electronic driving aids, the Mazda 6 Tourer lets the driver take full responsibility for their actions. And as a result, it's a lot of fun to drive. It's not quite as sharp in SE-L guise as it is in Sport spec, and the auto gearbox also takes the edge off driving involvement, but if you want a practical family car with a sporting edge, it's easily the best option of this trio."



James Disdale Road test editor

with sharp turn-in and decent feedback from the communicative steering. The softer suspension set-up of the SE-L model means there's some body roll in bends, but once the car is in a turn, it feels settled and doesn't pitch or wobble.

On the motorway, the 6 is hushed and has a smooth ride, with only a hint of the car pitching fore and aft over expansion joints. And while the soft suspension helps to iron out bumpy urban roads, it does mean there's more chance of scraping the front apron when negotiating speed bumps.

Practicality 4.4/5

OPEN the car's tailgate, and there's 522 litres of space available. That's 22 litres more than in the Mondeo, but a huge 128 litres behind the Passat's capacity. Like the VW, the Mazda has a slight lip, but the boot latch has a protective flap that covers it and prevents items from being scratched when loading and unloading.

Another neat feature on the 6 is that the load cover is attached to the tailgate under the rear windscreens. This means it moves up and out of the way every time you open the boot, so you don't have to move it out of the way manually. Like in the Passat, there are levers in the boot sides that fold the rear seats down in one action. They fold almost flat, but the seatbacks are a bit heavy to move back into position; you need to push them hard to lock them back in place. At least the seatbelts can be held back in handy restraints that stop them getting trapped in the mechanism.

The rest of the cabin is pretty spacious, although the Passat has more rear legroom and there isn't as much storage, with shallow door bins, a reasonable glovebox, an armrest bin and two small cup-holders.

Ownership 4.3/5

UNLIKE the VW, the Mazda has been tested by Euro NCAP. It earned five stars in 2013, while its percentage scores are similar to its rivals' here. However, if you want kit such as city stop braking or adaptive cruise, then you can only add them as pricey option packs on the top-spec Sport Nav model.

We've heard a few stories about issues with the 6, but the facelift should help smooth out any past production problems. It came 49th in our Driver Power 2015 satisfaction survey, and owners seemed happy with the car's reliability, while its performance, handling and comfort all fared well. In fact, the lowest score it earned was for in-car tech, but this will definitely improve with the updated model.

Plus, Mazda's dealers have a good reputation, beating VW and Ford's networks in our most recent poll.



Mazda 6 T





6 Tourer



CO₂/tax
129g/km
£110 or 23%



Practicality
Boot (seats up/down)
522/1,648 litres



Performance
0-60/30-70mph
8.8/8.6 seconds



Braking
70-0/60-0/30-0mph
56.6/41.5/10.2m



Running costs
48.9mpg (on test)
£75 fill-up

Handling

MAZDA is a sharp, willing performer, with smooth cornering ability. It's a lot more stylish than its rivals, too, with the new LED tail-light design adding a touch of class



Quality

WHILE the dash has improved – thanks to the new infotainment system – material quality lags behind. Interior space is no match for Passat's

Running costs 3.7/5

THE 6 Tourer SE-L Nav auto costs £25,995, so it's the cheapest car here, undercutting the Passat by £2,395. As well as multimedia sat-nav, you get keyless go, plus front and rear parking sensors. However, there are no other options – instead, you have to move up to the more expensive Sport trim.

We managed 48.9mpg on test, which was close to the VW's return, although a range of around 670 miles is the shortest here. Tax costs are slightly higher than the Passat's, but are better than the Mondeo's, while the 6's residuals of 42 per cent fall between its rivals'. Servicing costs are a little pricey when compared to the VW's, yet Mazda offers fixed-price maintenance when you take out a finance deal.

Testers' notes

"Mazda only offers sat-nav and paint upgrades on the SE-L model. If you want adaptive cruise or leather, you have to move up to Sport Nav spec, but this comes with the dirtier 173bhp diesel and costs £28,975."



Dean Gibson Dep. road test editor

MODEL TESTED: Ford Mondeo Estate 2.0 TDCi Titanium

PRICE: £26,415 ENGINE: 2.0-litre 4cyl, 148bhp

AF AFTER a lengthy delay due to production moving from Belgium to Spain, the fourth-generation Ford Mondeo finally arrived at the end of 2014. As before, it's offered in hatch and estate guises, while the Hybrid model comes only as a saloon. The Estate shares its underpinnings with the US-built Fusion, but the 148bhp 2.0 TDCi diesel and six-speed auto gearbox set-up is unique to Europe. We test it here in top-spec Titanium trim, which costs £26,415.

Styling 3.6/5

FORD'S family cars have been a staple of the UK sales charts for decades, but while the latest Mondeo is sure to be a common sight on our roads, its distinctive looks help it stand out in the company car park. The bold grille, slender headlights and long bonnet combine to give it real presence, which is helped by the fact that it's the largest car here.

The Mondeo's overall dimensions are slightly smaller than before, but when lined up next to its rivals here, it looks big. There's a small glass area and plenty of metalwork in the doors, while the rounded rear end is similar to the previous Estate's. Like its rivals, you get silver roof rails, plus 17-inch alloys are standard. The model in our pictures is a Zetec on smaller 16-inch wheels, but even the larger rims still look a little lost on such a large car.

As with the VW and Mazda, there's a selection of dark metallics on offer, but at least Ford offers distinctive white and deep blue paint, while the Ruby Red of our car is a £795 special colour.

The Mondeo's cabin has also been given a bold makeover. Gone are the multitude of buttons seen on the previous-generation car in favour of a clean touchscreen that's divided into four quarters for the climate, phone, nav and audio functions. In addition, you get new dials with a pair of TFT displays within them, while the multifunction steering wheel has a number of buttons, including ones for the radio and cruise control, plus Ford's SYNC voice control system.

Although the layout looks good, the general fit and finish are letdowns. A lot of the plastics look and feel low-rent, while the air vents feel cheap and the switches don't have the same precision quality as the Passat and 6's. The driving position is a bit of a disappointment, too, as the soft chairs lack support and it's hard to get comfortable at the wheel. Overall, the Mondeo's cabin looks good, but its level of quality is no match for the Mazda's, let alone the VW's.

Driving 2.8/5

IN previous years, the Mondeo has set the bar in the family car class for handling, but as we've experienced already, the latest model leans more towards comfort than driving thrills. Add the auto box to the 2.0 TDCi diesel, and this only enhances the car's relaxed nature.

For starters, you can't take full control of the box – there's no manual gate on the gearlever, and while there are shift paddles on the steering wheel, if you're not constantly changing gears, it just reverts back to auto mode. That's a pity, because if you leave the box to its own devices, it delivers slow shifts that blunt the performance. Plus, the extra kerbweight hampered acceleration; it was the slowest car at the test track.

Off the line, the Mondeo limits the revs, so it launches rather sedately and accelerates from 0-60mph in 9.0 seconds. While that was a second faster than Ford's 0-62mph claim, the Passat was a second faster still and the Mazda was well

Testers' notes

"Driving this Mondeo confirmed the fears I had when we first tried the new model earlier this year: the car has lost the handling prowess that made its predecessor so great. It's clear that there's US, rather than European, engineering under the skin, with soft suspension and a wallowy ride. Perhaps even more disappointing is the poor build quality, because the Mondeo feels like it's been built down to a price in this company."



Sean Carson Senior road tester

ahead, too. On the move, the Mondeo was on par with the 6 in kickdown, but again the VW was fastest.

Unfortunately, the Ford's faltering straight-line performance wasn't redeemed by its cornering ability. The soft suspension means there's plenty of body roll in bends, and while the Mazda rolls nearly as much, the Mondeo's saggy suspension causes the car to pitch and bounce over mid-corner bumps. The steering also feels woolly, with a lot of turns from lock to lock, while it lacks the grip of its rivals.

The soft set-up makes up for this with decent lump absorption at urban speeds, but hit a series of bumps when going a little faster, and the Mondeo pitches back and forth as the suspension struggles to settle before dealing with the next undulation. After building so many great-handling family cars, Ford has let itself down with the latest Mondeo.

Practicality 4.0/5

IF you're in need of a big boot and nothing else, then the Mondeo Estate fits the bill. However, while the floor is low and there's no boot lip to contend with, the exposed latch looks a bit cheap in this company. The floor area is square and larger than either rival's here, but Ford's claimed capacity of 500 litres is 150 litres down on the Passat's, plus there are no novel touches to make the most of the space on offer.

Unlike the VW, there's no split-level floor, no levers to fold the seatbacks and no load bay dividers – if you want that, you have to pay £250 extra for the Load Management System. Elsewhere, the rear seats are relatively roomy, and there's some decent storage up front, but the Passat is roomier, which is poor when you consider that the Mondeo is the larger car.

Ownership 3.8/5

IT'S too early to tell how this Ford is going to fare for reliability. But the US version, the Fusion, has been in production for longer, so any experiences with that car should help here. If you do have problems, your local garage might not be the most helpful franchise around. The network finished a lowly 27th in our most recent Driver Power dealer survey, and although that was ahead of VW's, it was well behind Mazda's.

The Mondeo has only been tested by Euro NCAP in hatchback guise, but it earned five stars and a higher percentage score than the Passat. However, some safety kit is reserved for the options list. Adaptive cruise is £900, blind spot monitors are £400, while inflatable rear seatbelts are £175. Yet if you're using child seats, the latter is only compatible with seats using Isofix mounts rather than the seatbelt.



Ford Mondeo



Running costs 3.8/5

OUR 2.0 TDCi Titanium costs £26,415, which is £1,975 less than the Passat. However, for the Mondeo to match its rival, buyers need to add Adaptive Cruise (£900) and front and rear parking sensors (£450), while Ford's other options are a bit pricier than VW's.

CO₂ emissions of 128g/km are higher than the Passat's, so company car costs are more expensive, while road tax for private buyers is pricier, too, although it's the same cost as for the Mazda.

Residuals of 40 per cent are the poorest here and take into account the sheer number of Mondeos that are expected to hit the road, while Ford's £390 two-year, fixed-price servicing deal is £100 more than Volkswagen's similar package.



Mondeo Estate

Performance

FORD is a little slow off the line, while the soft suspension set-up means it doesn't corner with the composure of its rivals. It also crashes over surface imperfections



Screen

MONDEO'S dash has been tidied nicely, with cabin functions now operated through a smart, four-part touchscreen. It's tough to get comfortable at the wheel, though



CO₂/tax

128g/km

£110 or 23%



Practicality

Boot (seats up/down)

500/1,605 litres



Performance

0-60/30-70mph

9.0/8.8 seconds



Braking

70-0/60-0/30-0mph

52.3/37.1/9.4m



Running costs

54.0mpg (on test)

£75 fill-up

HEAD TO HEAD

Boot space

THE Passat has the biggest boot here, but the Mondeo offers the largest floor area, at 113cm². There's less space under the load cover, though. The Ford has a flush load lip, yet the small lips on its rivals will stop items from falling out, and aren't hard to lift items over. The 6's load cover is attached to the tailgate, so it never gets in the way.



Towing

ALL three models will make decent tow cars, with maximum towing weights ranging from 2,000kg for the Volkswagen to 1,600kg for the Mazda. VW and Ford offer retractable tow bars for £875 (below) and £750 respectively, while Mazda has a fixed tow bar kit for £358.



Efficiency

A 119g/km CO₂ emissions figure puts the Passat in road tax Band C, saving you £80 a year over both rivals. Company car buyers also benefit, as the annual Benefit in Kind rate is cheaper, yet the VW commands the highest P11D value here.

Testers' notes

"It's the biggest car here, but the Mondeo has the smallest boot of our trio. You can boost space by opting for a tyre repair kit instead of a space-saver spare wheel, but that only raises capacity to 525 litres."

James Disdale Road test editor



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Figures

On the road price/total as tested
Residual value (after 3yrs/36,000)
Depreciation
Annual tax liability std/higher rate
Annual fuel cost (12k/20k miles)
Ins. group/quote/road tax band/cost
Cost of 1st/2nd/3rd service

Length/wheelbase
Height/width
Engine
Peak power/revs
Peak torque/revs
Transmission
Fuel tank capacity/spare wheel
Boot capacity (seats up/down)
Kerbweight/payload/towing weight
Turning circle
Basic warranty (miles)/recovery
Service intervals/UK dealers
Driver Power manufacturer/dealer pos.
Euro NCAP: Adult/child/ped./stars

0-60/30-70mph
30-50mph in 3rd/4th
50-70mph in 5th/6th
Top speed/rpm at 70mph
Braking 70-0/60-0/30-0mph
Noise outside/idle/30/70mph
Auto Express econ (mpg/mpf)/range
Govt urban/extr-urban/combined
Govt urban/extr-urban/combined
Actual/claimed CO₂/tax bracket

Airbags/Isofix/parking sensors/cam
Auto gearbox/cruise/adaptive cruise
Climate control/leather/heated seats
Metallic paint/LED lights/keyless go
Sat-nav/USB/DAB radio/Bluetooth

VW Passat Estate
2.0 TDI (150) DSG
SE Business



£28,390/£34,090
£12,804/45.1%
£15,586
£1,185/£2,370
£1,324/£2,207
19/£434/C/£30
£288 (2yrs)

COMPANY COSTS

LOWER emissions mean the Passat has the cheapest company car costs, despite its higher list price.

Mazda 6 Tourer
2.2D (150) auto
SE-L Nav



£25,995/£26,535
£10,996/42.3%
£14,999
£1,193/£2,387
£1,349/£2,248
19/£349/D/£110
£172/£233/£236

TORQUE

LARGER engine capacity – a 2.2-litre unit compared to its rivals' 2.0-litre offerings – gives the 6 the healthiest torque figure here.

Ford Mondeo
Estate 2.0 TDCi
(150) Titanium



£26,415/£27,210
£10,566/40.0%
£15,849
£1,213/£2,425
£1,221/£2,036
23/£356/D/£110
£390 (2yrs)

SERVICING
FORD's pre-paid scheme is over £100 more expensive than VW's similar two-year deal.

Length/wheelbase
Height/width
Engine
Peak power/revs
Peak torque/revs
Transmission
Fuel tank capacity/spare wheel
Boot capacity (seats up/down)
Kerbweight/payload/towing weight
Turning circle
Basic warranty (miles)/recovery
Service intervals/UK dealers
Driver Power manufacturer/dealer pos.
Euro NCAP: Adult/child/ped./stars

0-60/30-70mph
30-50mph in 3rd/4th
50-70mph in 5th/6th
Top speed/rpm at 70mph
Braking 70-0/60-0/30-0mph
Noise outside/idle/30/70mph
Auto Express econ (mpg/mpf)/range
Govt urban/extr-urban/combined
Govt urban/extr-urban/combined
Actual/claimed CO₂/tax bracket

Airbags/Isofix/parking sensors/cam
Auto gearbox/cruise/adaptive cruise
Climate control/leather/heated seats
Metallic paint/LED lights/keyless go
Sat-nav/USB/DAB radio/Bluetooth

EURO NCAP
PASSAT and Mondeo were tested last year, so their scores are directly comparable, with the VW slightly behind the Ford.

HEATED seats are part of Winter Pack, which also adds a heated steering wheel.

VW offers a wide range of other options, too.

OPTIONS

HEATED seats are part of Winter Pack, which also adds a heated steering wheel.

Seven/yes/yes/£310
Yes/no/yes
£590/£1,795/£280
£540/£710/yes
Yes/yes/yes/yes

8.0/7.7 seconds
3.5/5.7 seconds
7.4/10.9 seconds
134mph/1,850rpm
52.9/38.7/9.3m
72/64/75/81dB
49.8/11.0/723 miles
53.3/68.9/62.8mpg
11.7/15.2/13.8mpg
152/119g/km/21%

8.8/8.6 seconds
3.4/4.3 seconds
6.2/7.6 seconds
126mph/2,000rpm
56.6/41.5/10.2m
67/57/71/79dB
48.9/10.8/667 miles
46.3/67.3/57.6mpg
10.2/14.8/12.7mpg
155/129g/km/23%

Six/yes/yes/no
Yes/yes/no
Yes/no/no
£540/yes/yes
Yes/yes/yes/yes

DRIVER POWER

MAZDA finished well ahead of VW and Ford in our 2015 owner satisfaction poll, while its franchised networks also performed better in our most recent dealer survey.

9.0/8.8 seconds
3.5 secs (kickdown)
5.3 secs (kickdown)
129mph/1,900rpm
52.3/37.1/9.4m
72/67/71/82dB
54.0/11.9/736 miles
52.3/62.8/57.7mpg
11.5/13.8/12.7mpg
140/128g/km/23%

Seven/yes/£450/£250
Yes/yes/£900
Yes/£2,000/£300
£545/£1,050/£250
Yes/yes/yes/yes

METALLIC paint and sat-nav are the only options on SE-L cars. If you want leather, you have to move up to Sport trim.

ACCELERATION
AUTO box has no manual mode and won't let you hold on to gears, either. Mazda was much slower than VW, which managed 30-50mph in 3.1 seconds and 50-70mph in 4.6 seconds.

EXTRAS
HEATED seat option also includes a heated steering wheel. Metallic red paint is £795, while leather is part of Titanium X pack.

Results

VOLKSWAGEN

THERE'S no doubt about it: the new Passat Estate is one of the best family cars around. The vast boot is packed with user-friendly touches, and it's backed up by a spacious interior that's well built and has an upmarket feel. Add in a grown-up and involving driving experience, and it's a clear winner for business users, while stronger residuals cancel out the price premium for private buyers.



1st

MAZDA

TO come second to the Passat is no insult to the 6 Tourer's ability. If you're not ready to sacrifice driving fun when buying a family car, then it's the perfect solution, as it delivers a great balance of sharp handling, space and comfort. The SE-L Nav model has an adequate amount of equipment, and a lower list price and decent running costs work in its favour, too.



2nd

FORD

WE really wanted the Mondeo to live up to its sharp looks, but again we've been left cold by Ford's family car. In this company, the cabin feels cheap and the boot lacks any useful features, while the crisp handling of its predecessor is a distant memory. This wouldn't be so bad if it delivered a comfortable ride, but the soft suspension is wallowy and unsettled.



NEW: Peugeot 508 SW 2.0 HDi Allure Nav
PRICE: £27,995 **ENGINE:** 2.0-litre 4cyl, 161bhp

THE updated Peugeot 508 SW also aims to add some executive luxury to the family car class, and the facelift should have ironed out the electrical gremlins that plagued its predecessor. Auto model is well equipped, but Band F tax is expensive.



USED: BMW 320d Touring M Sport (2014)
PRICE: £27,990 **ENGINE:** 2.0-litre 4cyl, 184bhp

RATHER than get a family car with executive aspirations, why not go the whole hog and buy an exec? We found a one-year-old ex-demo BMW 320d auto in M Sport guise, which will deliver entertaining handling and good economy in equal measure.



SAME PRICE

Other options for similar money...



Vauxhall Corsa

THIRD REPORT We put our 1.0-litre Turbo supermini to the test against firebreathing VXR



Richard Ingram

Richard_Ingram@dennis.co.uk

WHEN the invitation to Vauxhall's new Corsa VXR launch landed in the Auto Express office a few months ago, there was only one man for the job: me. Having taken custody of the three-door on our fleet late last year, I was perfectly placed to assess the range-topping 202bhp hot hatch (Issue 1,367) and compare it to our humble 1.0-litre Turbo.

However, in order to do so, I had to drive our supermini 450 miles from the office in central London to Scotland's Knockhill circuit 40 miles north-east of Glasgow – quite a slog in any car, let alone one designed primarily for use in and around town.

I needn't have worried, though, because thanks to the six-speed manual gearbox, comfy seats and punchy turbo engine, the Corsa had no trouble keeping up with faster-moving traffic.

To draw worthwhile comparisons between the basic car and the firebreathing VXR model, I decided to follow a colleague's advice and head cross country from Carlisle in Cumbria. Taking the A7 towards Hawick, I peeled back to Glasgow on the A72, before

rejoining the M74 and M80 to Knockhill. The challenging, twisty sections of rural Scotland pushed the Corsa well out of its comfort zone, where the cosseting suspension saw it wallow and roll on the undulating country roads. Thankfully, the punchy engine meant it had plenty of grunt on the straights, and more than enough in reserve for overtaking when the road opened out.

After a relatively painless eight-hour drive and a good night's sleep, we were handed the keys to the new Corsa VXR. It uses a tweaked 202bhp version of the outgoing Clubsport model's engine, and offers an optional Performance Pack with a limited-slip diff and bigger Brembo brakes.

Retracing some of my steps from the previous day, it was clear this VXR was a totally different beast. Where the standard Corsa rolls, the hot hatch remained sharp; and while our Excite car felt calm and composed on the motorway, the VXR was firm and unbearably noisy – thanks in part to optional 18-inch rims and low-profile tyres.

There's no denying it's a better track day car, though. The VXR was agile and fast around the twisty Knockhill circuit,

especially with the optional Drexler differential helping pull it out of the tighter corners with ease. We weren't allowed to take our 1.0 Turbo out on track, but if its relaxed road manners are anything to go by, we weren't missing much.

However, that would be missing the point. Our car costs a little over £14,000 – nearly £8,000 less than the VXR with the Performance Pack included – yet it gets loads of kit as standard. Everything from 16-inch alloy wheels to air-con and LED daytime running lights is included, as is a heated steering wheel, seats and windscreens. It really is exceptional value for money – especially when you consider the likelihood of a whopping dealer discount, too.

If I had to pick one to live with every day, it'd be our 1.0-litre Excite. It proved a great long-distance cruiser, feels fast enough in a straight line and, aside from the poor economy, doesn't cost much to run. Hold the Lime Green paint, though; it's certainly distinctive, but I'd have mine in Asteroid Grey with some dark alloy wheels, please.



**INTERIOR**

Our Excite model's cabin is well built and loaded with standard kit, including heated seats, steering wheel and screen



Otis Clay

COMFORT

Rear is pretty comfortable for adults, with plenty of head and legroom on offer



CO₂/tax
115g/km
£30 or 15%



Practicality
Boot (seats up/down)
285/1,091 litres



Running costs
39.2mpg (on test)
£50 fill-up

**Second opinion**

"Like many things in life, less is more when it comes to the Vauxhall Corsa. The racy VXR flagship is fast, but it can't match the everyday composure and all-round appeal of lower-spec models like our well equipped Excite. A big part of our car's appeal is its brilliant three-cylinder turbo, which helps give it big-car smoothness and performance. On long motorway journeys, the Corsa is almost as relaxing as the brand's larger Astra family hatchback."

 **James Disdale** Road test editor

**Performance**

EXCITE-spec Corsa may not have ferocious pace of VXR, and isn't as much fun through corners, but it still provides more than enough power to take long journeys in its stride

Essentials**Vauxhall Corsa
Excite 1.0 Turbo**

| | |
|----------------------------|--|
| On fleet since: | December 2014 |
| Price new: | £14,095 |
| Engine: | 1.0-litre 3cyl turbo, 113bhp |
| CO₂/tax: | 115g/km/£30 |
| Options: | Metallic paint (£545) |
| Insurance*: | Group: 12 Quote: £273 |
| Mileage/mpg: | 6,904/39.2mpg |
| Any problems? | Intermittent freezing of IntelliLink touchscreen |

*Insurance quote from AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three penalty points.



WE LIKE Boot space is decent, but split-fold rear bench would be handy. Vauxhall's IntelliLink touchscreen infotainment system is easy to get to grips with



WE DON'T Display in between dials shows Corsa's fuel economy, which could be vastly improved – we're only averaging 39.2mpg

Auto Express Verdict

IT'S not a class-leading supermini, but the revised Corsa is closer to the top than ever before. The new interior looks and feels upmarket, refinement is excellent and our car's 1.0-litre turbocharged petrol engine is a smooth and eager performer. However, we'd expect to return stronger fuel economy.



NEED TO KNOW

Citroen has made the Cactus a relaxing and quiet family car to drive, with the help of its pliant suspension and decluttered cabin



WE LIKE Airbump door panels look quirky but provide character, are easy to clean and help to keep doors free of scratches



Stuart Milne
Stuart_Milne@dennis.co.uk

AF IT might have only been on sale for a few months, but the roads seem full of Citroen C4 Cactuses. That's probably got something to do with the car's styling because, let's be honest, you're not going to mistake it for anything else.

Although it's subjective, I think the Blue Lagoon paint is the best colour option and £250 well spent. For me, the radical styling deserves bold paint, although the number of monochrome Cactuses I've seen suggests I'm in the minority. All-black cars or silver ones with grey Airbumps look surprisingly conservative. Citroen says 18 per cent of models are black, making it the single most popular colour, while almost a third are various shades of silver or grey. Just 6.6 per cent of buyers opt for Blue Lagoon.

It's certainly been a talking point, often sparking conversations in supermarket car parks and petrol stations. Reaction has been almost universally positive, although it does elicit the odd sneer from passing motorists in far more conventionally styled cars.

It's harder to argue about the design of the interior. It's cleverly thought out to

"It's a radically styled car that's also very easy to live with"

Citroen C4 Cactus

SECOND REPORT We're enjoying standing out with hatch's bright paintjob



STYLING All-black paintjob is more common, but we like our Blue Lagoon option

maximise space, and decluttering the cabin makes for a surprisingly relaxing time behind the wheel. I'm not entirely sold on the concept of a touchscreen, mainly because of the time you spend looking away from the road for virtual buttons, which could be fumbled for if they were physically present. And the system can be slow to respond, resulting in the odd double prod to access your desired function. But the Cactus' touchscreen sticks proud of the dash, meaning I can rest my hand on the top and operate the controls with my thumb.

There's an intelligent use of the interior space, with a shelf to place a mobile phone, a large glovebox and big pockets in all four

doors. But it seems odd that there's only one cup-holder in the front and the centre armrest storage isn't particularly large. Still, it's better than examples fitted with the ETG automated manual gearbox, which get a full-width front bench and no cubby at all.

The only other gripe so far is the lack of visibility thanks to the vast C-pillars at the rear. Even then, it's only a problem when pulling out of a parking bay on the right side of the road, when it obscures traffic coming from behind and from the left.

So despite those unusual looks, Citroen has pulled off an impressive feat – making a loveable and radically styled car that's also exceptionally easy to live with.

NEED TO KNOW

Driving position is comfortable and interior spacious. Specify the ETG automated manual and you get a full-width front bench



Second opinion

"The daringly designed and brilliantly packaged Cactus proves that the brand still has the ability to think differently. It doesn't drive like other family cars, either, focusing on comfort and relaxation rather than razor-sharp handling."

Dean Gibson
Deputy road test editor



Practicality
Boot (seats up/down)
358/1,170 litres

Running costs
45.5mpg (on test)
£58 fill-up



Essentials

Citroen C4 Cactus 1.2 PureTech 110 Flair

On fleet since: March 2015

Price new: £17,290

Engine: 1.2-litre 4cyl, 109bhp

CO₂/tax: 107g/km/£20

Options: Blue Lagoon paint (£250), thermally insulated panoramic sunroof (£425), space-saver spare (£75), City Park Pack (£325), eTouch emergency and assistance system (£250), Gloss Black rear insert with Grey Cactus lettering (£0)

Insurance*: Group: 16, Quote: £345

Mileage/mpg: 806/47.2mpg

Any problems? None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.



WE LIKE Cactus' clever interior design maximises space with a shelf for mobile phones, as well as a large glovebox and door pockets that provide plenty of storage



WE DON'T Dashboard-mounted touchscreen can be distracting to use and slow to respond to inputs. Trim on inside of boot shows where Citroen cut costs

Verdict

BOLDLY styled and cleverly packaged, the C4 Cactus is proving to be a fun yet practical alternative to more expensive mainstream family hatchbacks on the market. And while we'd admit our eye-catching colour choice isn't popular with buyers, we think it looks great.



Fleetwatch



TT continues to impress, but supermarket car park ding has taken the shine off its Glacier White paint

Audi TT 2.0 TFSI quattro

WITH its Glacier White paintwork and chiselled looks, our Audi TT coupé is constantly attracting admiring glances from passers-by. However, this month, it received some unwanted attention.

On finishing his shopping at a certain upmarket supermarket, news editor James Batchelor came back to the TT to discover a small dent in the passenger's door. It would seem that a fellow shopper had got a bit too close to the car and failed to notice their trolley banging up against the side of the bodywork. It's not just a dent, either; it's also a finger-long crease. Our man is currently organising some TLC for the Audi and hopes the damage will be repaired soon.

This mishap has done little to 'dent' his enthusiasm for the car, though. The winter tyres and 17-inch wheels were replaced recently with some summer rubber and fabulous 20-inch alloys, which have added a dose of bling to the TT's otherwise refined looks. Whether the big rims will affect Batch's fickle back remains to be seen.



Lexus NX 300h

WE recently sent our hybrid Lexus crossover to Coventry, when news reporter Lawrence Allen covered the city's MotoFest, which was celebrating its first anniversary.

Lawrence reported that the near-two-hour drive to the Midlands was a breeze, thanks to the plushly trimmed cabin, comfortable air-conditioned seats and the vast array of standard equipment on board. The central display made it easy to keep an eye on what the petrol-electric drivetrain was doing, too.

But while the system is effective in reducing emissions around town, with its electric drive, as soon as you get above 50mph, the 2.5-litre four-cylinder petrol engine runs constantly, which eats into fuel economy. So although the NX 300h promises an official figure of over 54mpg, because it weighs nearly two tonnes, our man struggled to get into the low thirties (above) on the motorway.

Still, travelling at speed did make the CVT box less intrusive; our man found pulling away from roundabouts and traffic lights a bit noisy.

Our fleet INDEX

Alpina D3

Issue 1,366

Audi TT

Issues 1,359, 1,365

Citroen C4 Cactus

Issue 1,365

Fiat Panda Cross

Issues 1,359, 1,369

Ford Mondeo

Issue 1,373

Ford Transit

Issues 1,363, 1,371

Kia Soul EV

Issues 1,350, 1,360

Lexus NX 300h

New arrival

Mazda 2

Issue 1,370

Peugeot 308 SW

Issues 1,342, 1,356, 1,368

Range Rover Sport

Issues 1,356, 1,363

Renault Twingo

Issue 1,368

SEAT Leon X-Perience

New arrival

Skoda Octavia Scout

New arrival

Toyota Verso

New arrival

Vauxhall Corsa

Issues 1,354, 1,361

VW Golf GTI

Issues 1,320, 1,332, 1,341, 1,352, 1,364, 1,373



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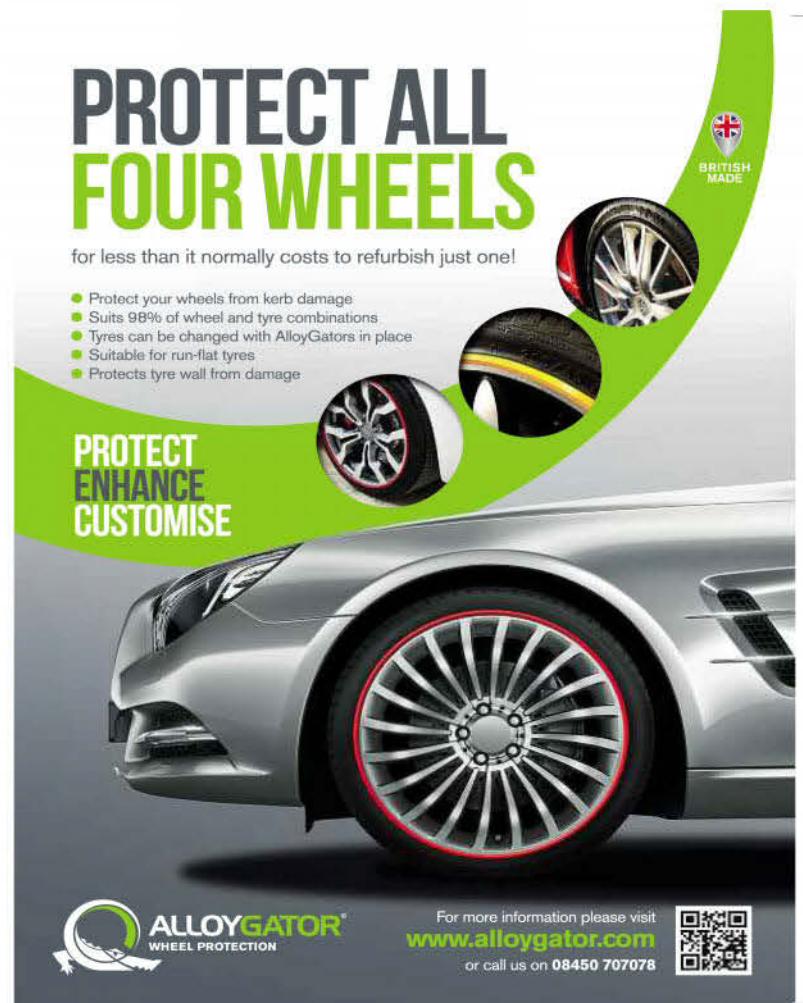
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THIS WEEK'S HOT KIT

NEW CAR CARE RANGE COVERS ALL THE BASES

NEW PRODUCT

Sonax Xtreme car care range

RRP: From £5.99 (Red Summer Shampoo)

Contact: www.sonax.com

CAR care company Sonax has released a new Xtreme range of cleaning accessories that will cover a wide variety of tasks.

The Red Summer Concentrate Car Shampoo kicks things off, as it's the cheapest product in the line-up, at £5.99 RRP for a litre bottle. It promises a tough action and has a cherry scent. Joining it is Sonax's Brilliant High Gloss Wax, which is a

carnauba-based hard wax that claims excellent paintwork protection. You get 150ml for £24.99. The Polish + Wax 3 Hybrid (below) is an alternative to this – at £9.99 for 500ml – and is easier to apply as a liquid solution that's rubbed in.

To enhance this, Sonax offers the Brilliant Shine Detailer. The 750ml bottle costs £8.99, and you simply spray on and wipe off for a deep shine – look out for an in-depth review of this product soon.

Wheel Cleaner PLUS completes the range of new releases, at £7.99 for 500ml, and promises a strong action on brake dust and road grime.



Henry Willis

Got a query?

Henry_Willis@dennis.co.uk
@WineryHills



How do I find battery fault?



I THINK my car's battery has an intermittent fault, as it doesn't always give enough power to start the engine. I'm not sure where the problem lies. What can I do to save costs? Gordon Cable, E-mail



TRY Ring's SmartCharge RSC612 (above). It's a battery charger that can pinpoint power faults, such as a battery defect or alternator problem. If the battery is okay, it will carefully charge it back to full capacity. As we went to press, we spotted it on sale at £86.41. Log on to www.ringautomotive.co.uk for more details.

Best dent removers



THERE'S a dent in my wheelarch and, as my car is only two years old, I want to keep it looking good, so I'm planning to get it repaired. But I don't want to have to pay for the services of a dealer. What would you recommend? Matthew Goldring, E-mail



FOR a professional, invisible fix, seek out a SMART (small to medium area repair technique) specialist to do a paintless dent removal. If you want to have a go yourself, the likes of Laser and Rolson sell DIY kits. Most form an adhesive bond to the bodywork so you pull the dent out.

Dash camera's cable KO



IBOUGHT the Nextbase InCarCam 402G dash cam based on the four-star rating you awarded it in your Issue 1,365 test. But I find the trailing cables irritating. Is there another way to power the camera? Jenny Setford, E-mail



THERE are alternatives to the supplied 12V cable. Nextbase makes a Hardwire Kit (£27.99, nextbaseshop.co.uk), but only take this on if you are experienced in wiring. If you bought the cam from Halfords, it has an in-store fitting service, subject to labour fees and car suitability.



STUCK FAST

SeaSucker Talon clamps to roof in seconds, and our bike was held securely by its front forks

HI-TECH CLAMP-ON BIKE RACK STICKS TO THE TASK

FIRST TEST

SeaSucker Talon bicycle carrier

Best price: £237.49 Rating: ★★★★

Contact: www.seasucker.com

WHEN picking a bike rack, the shape of your car normally dictates whether you go for one that mounts on the rear, roof or tow ball. But the versatile new range of SeaSucker carriers brings a new wave of fitting options.

We tried the mid-range Talon, designed to hold one bike. A series of vacuum mounts sticks on to the car's bodywork and supports the cycle. It takes seconds to install and is largely universal.

Once we'd fitted the Talon to our car's roof, we had to remove the front wheel of our bike to

attach it. A quick-release lever holds the forks in place, while the back wheel is fixed to another suction cup towards the back with Velcro.

With everything secured, we were satisfied the bike was safe and stable – we'd been worried the cups were the only things to hold the rack on to the car's roof, but they're very strong and didn't scratch the paintwork. Plus, we got a colleague to look at the bike as we drove, and it barely budged.

The SeaSucker doesn't have to go on the roof, either – it can be fitted on any flat surface of a car, like the tailgate, as long as it's safe for the road. Naturally, this doesn't include soft-tops, while owners of really pricey bikes may prefer less precarious options. The rack is costly, too, but we can't fault its strength and practicality.

NEW PRODUCT

StopSleep fatigue monitor

RRP: £179.99 Contact: 0333 323 1283, www.stopsleep.co.uk

A VIBRATING steering wheel may soon become standard equipment on new cars to help prevent motorists from falling asleep while driving, but StopSleep could be the aftermarket answer for owners of older models.

The accessory fits to the driver's index and middle fingers, and eight built-in sensors measure your brain activity. The maker claims it detects fatigue, and sounds loud beeps and vibrations to alert the driver.

Fatigue has been cited as the number one cause of accidents on European roads, so the manufacturer hopes StopSleep – on sale now – will make a big difference.



ALARM CALL

Maker claims StopSleep can detect fatigue and alert driver if they're nodding off at the wheel

news, deals & events



In-car DAB on the rise in new models

TWO-thirds of new cars are now fitted with DAB as standard, according to Digital Radio UK.

That figure has increased from six months ago as manufacturers push to equip their models with the latest tech before the digital switchover – even though no date for this has been confirmed yet.

An additional 10 per cent of cars have DAB available as an extra, so that 75 per cent of all new UK car models now come with digital radio.

Additive maker bids to halt diesel K0

FUEL additive maker TerraClean is to lobby the UK Government and European Commission over proposed plans to clamp down on diesels.

The company wants to outline its products' claimed ability to reduce carbon burning in diesel engines while improving engine performance and cutting general emissions. See www.terraclean.co.uk for the range of services and products.

Charity F1 event celebrates Senna

TICKETS are now on sale for a special charity evening featuring a host of celebrated ex-Formula One drivers and experts as guest speakers.

The Life of Ayrton Senna (7pm on 30 June in London) looks back at the life and career of the legendary Brazilian racer. Mercedes' Paddy Lowe and ex-driver David Coulthard are among the speakers, and an original F1 Lotus will be on display.

An auction of race memorabilia will be held, and proceeds will be split between two hospital charities. Tickets are £185. For more details, see www.hexagonclassics.com.

Know an event coming soon?
Contact Henry_Willis@dennis.co.uk

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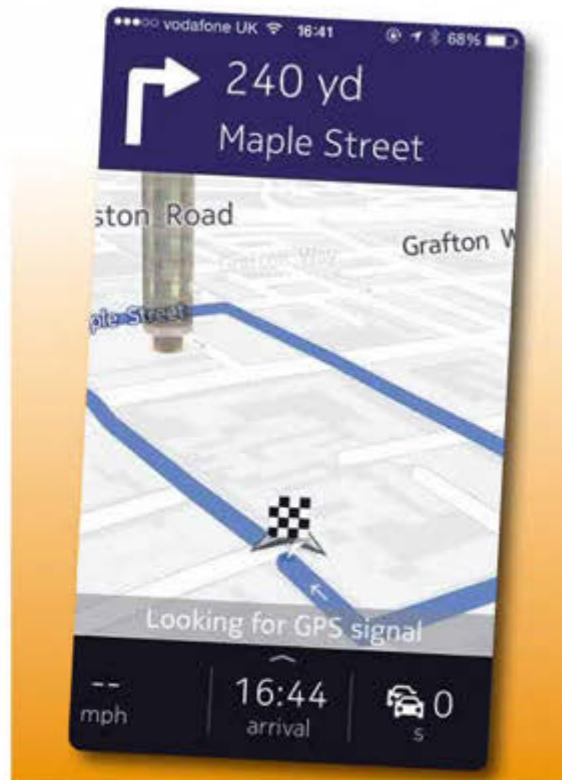
Available for: iOS, Android, Windows Phone

NOKIA'S HERE nav system was originally exclusive to the brand's phones, but it's now hit the Android and iOS markets. This free app is simple to use, reliable and boasts some upmarket features.

Maps are downloadable, so you won't use up potentially costly data by navigating, as you would through online apps like Google Maps or Waze. The maps themselves take up a lot of memory, plus the app saps battery life, but the same applies to its Navmii and Waze rivals.

And even when it's running offline, HERE adds traffic updates – although this will require an occasional data connection to update. Directions were reliable and prompt, too.

Rating: 



Smartphone sat-nav apps show the way

Henry Willis

DRIVERS are spoiled for choice when it comes to sat-nav systems, with apps, standalone products and built-in set-ups all available. However, there's no doubt smartphone versions are both convenient and useful.

App-based software eliminates the need to carry and store extra tech. HERE launched recently – and it's so new that it missed out on our Issue 1,363 nav test. So we've compared it to two of its rivals: Waze and Navmii.

All three are free to download, and each has its own strengths: HERE and Navmii for downloadable maps, and Waze for its swelling community of users who contribute to traffic alerts.

HERE made a big impression and ranked among the top free apps available to drivers in its first test. We can't believe there's no cost, as it has features usually reserved for pricey app rivals.

"Smartphone sat-nav systems are both convenient and useful"

LIKE-FOR-LIKE RIVAL

Navmii

Price: Free Contact: www.navmii.com
Available for: iOS, Android, Windows Phone

COMBINING some of the best qualities of HERE and Waze, Navmii features downloadable maps – key for keeping data costs down – but also has a community-based traffic-busting reporting system just like Waze.

Directions were accurate and routing efficient, yet you have to pay to remove adverts and for traffic, plus other features like parking space and safety camera locations.

Rating: 



BEST FOR TRAFFIC

Waze

Price: Free Contact: www.waze.com
Available for: iOS, Android, Windows Phone

ONE of the only negatives to Waze is it needs a constant Internet connection, so you can't pre-download maps. Even so, it's the best here for traffic updates thanks to its live feed.

Users report jams when they come across them – and this is factored into the route calculations – as jams are averted. Ease of use boosts appeal, but only use this if you have an accommodating data plan.

Rating: 



books, dvds & apps

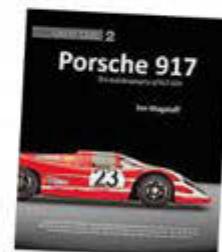


Porsche 917

Ian Wagstaff (Porter Press, www.porterpress.co.uk)

Price: £60 (hardback) Rating: 

BOOKS like this Autobiography of 917-023 are becoming increasingly common – especially from publisher Porter Press, which released an excellent account of the famous '4 WPD' Jaguar E-type last year. The recollection of the 917-023 – a Porsche 917 that won 1970's Le Mans 24 Hours – is even better. It's packed with brilliant pictures, and the story of the car is fascinating.

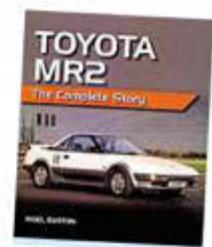


Toyota MR2: The Complete Story

Nigel Burton (The Crowood Press, www.crowood.com)

Price: £25 (hardback) Rating: 

TOYOTA'S four-cylinder MR2 sports car is fondly remembered by fans as an affordable two-seater that was as much fun on the road as more expensive rivals. Most of its history is explored in depth in The Complete Story, from initial design plans to the last model's final days – even including relaunch concept designs. Its level of detail can't be faulted, yet it may not appeal beyond Toyota enthusiasts.

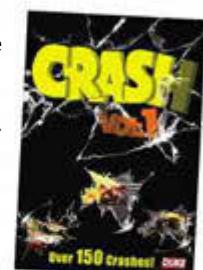


Crash! Vol. 1

Duke Video (www.dukevideo.com)

Price: £6.49 Rating: 

ONE of three DVDs of crash compilations released at the same time, Crash! Vol. 1 features rally capers and night time Le Mans mishaps. Watch through your fingers as the accidents happen – ranging from funny to frightening. The collection is something of a bargain at just £6.49 each, too.



App of the week



CitNOW Trade In

Available for: iOS

Price: Free Rating: 

SELLING your car can be a stressful task, but CitNOW Trade In takes some of the work out. The app provides step-by-step instructions for making great videos of your car. Plus, number plate recognition adds vehicle info to recordings to create the perfect advert.



NEXT BASE



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1. GoPro HERO4 Black Edition

Best price: £272

Contact: 020 7084 9725,

www.gopro.com

Rating: ★★★★



BEST BUY GOPRO is becoming a generic name for action cameras, and the latest HERO4 Black Edition didn't disappoint when it launched late last year. It's just as good now, even compared to its test rivals. It sticks to the boxy look of older GoPros, but includes the latest features – it can shoot in ultra-HD 4K at 30 frames per second (FPS) – and editing was easy. Comes with a selection of great mounts.

2. Rollei Actioncam 400

Best price: £92.77

Contact: www.rolei.com

Rating: ★★★★



RECOMMENDED WE didn't expect much from the Rollei, considering its low price, but it packs as many great features as its more expensive peers. Although video quality is down, it's still capable of shooting 1080p video at 30FPS. It looks a lot like the GoPro cams, and the inclusion of a two-inch screen makes set-up and review easy. You also get WiFi, a matching app and HDMI output. Superb value.

3. Sony HDR-AZ1 Mini

Best price: £223.20

Contact: www.amazon.co.uk

Rating: ★★★★



RECOMMENDED COMPACT HDR-AZ1 camera looks pretty basic, but several accessories are included in the pack, such as a separate screen for set-up and watching videos. This means you only need to take the kit you need. The bundled mounting options for attaching it to a car were limited, but it will work with standard GoPro-style connectors. It also comes with GPS, for tracking footage on or off-road.

4. Garmin VIRB Elite

Best price: £197.99

Contact: 0808 238 0000, www.garmin.com

Rating: ★★★★

GARMIN'S VIRB Elite doesn't have a screen, so all live progress will have to be tracked through its matching app. Plus, because it's quite bulky, we found it more difficult to fit into tight spaces in the car, and its heavy weight caused it to fall off its mount once. However, the camera's superb video quality made up for this. It shoots 1080p at 30FPS, like the others, although the ability to customise filming settings meant it provided superior picture quality.

ACTION CAMERAS

Recording and sharing off-road or track day fun is easy with one of these cameras. We pick from eight top buys

AE Henry Willis

TAKING your car into an extreme environment is the first part of the fun – whether challenging a 4x4 to a muddy assault course or testing your sports car on the track. But you can relive the enjoyment forever with an action cam, as you can video every overtake, manoeuvre or stunt and share the footage with your friends.

Such cameras have been growing in popularity thanks to their use in extreme sports, but we make the case for recording your adventures in your car, as we test eight action cams to find the best for drivers.



PRODUCT GROUP TEST 10 | 6 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.



How we tested them

CAPTURING the best footage possible was the most important factor – so the higher the resolution a cam could shoot in the better. And the same went for each product's frames per second (FPS) ratio and still picture megapixel (MP) rating. We looked at lens angle and depth, too.

Downloading the footage from the cameras was our next priority – so those compatible with apps scored points, as did those products that came with user-friendly computer editing software.

Mounting options were vital, too, and cameras offering lots of choices impressed us the most. Price was the final consideration; we took this from a range of sources as we went to press.



Verdict

RARELY is a group test field of products so evenly matched, but we had to pick a winner, and GoPro's HERO4 Black Edition tops the lot. Rollei's budget ActionCam 400 steals second, and Sony's HDR-AZ1 Mini completes the podium.

1. GoPro HERO4 Black Edition
2. Rollei Actioncam 400
3. Sony HDR-AZ1 Mini

5. GoPro HERO

Best price: £94

Contact: 0345 504 5353,

www.halfords.com

Rating: ★★★

LAUNCHED at the same time as the HERO4 Black Edition, the basic HERO is a budget option designed to appeal to users who might not take video so seriously. There's enough here for the amateur movie maker, although the omission of some key connectivity features is noticeable. As there's no WiFi or Bluetooth, you can't connect this to an app, and there's no screen, either, so you're forced to point the lens and hope for the best.

6. Contour +2

Best price: £219.36

Contact: uk.contour.com

Rating: ★★★

THIS camera is for users looking to customise a lot of settings. The bulky, heavy-duty frame makes it rugged and durable, but does restrict portability. The external microphone input means you don't have to put up with the poor sound quality of many of the other cams. Editing software is impressive and GPS details speeds as well as locations. The excellent wide-angle lens gives a great field of view, but it's pricey and will be too complex for some users' needs.

7. Drift Ghost-S

Best price: £249.99

Contact: store.driftinnovation.com/uk

Rating: ★★★

A UNIQUE feature of the Ghost-S is its 300-degree rotating lens, so you can ensure you're filming the right way up no matter how the camera is mounted. Some other units do this automatically, so it's a feature that will suit those who want to take control of the camera's settings, but it's good to have the option. The included remote control is a nice touch and almost justifies the Drift's heavy price tag. The cam comes with a very good selection of helpful mounting options, too.

8. Shimano CM-1000

Best price: £191.15

Contact: www.shimano-sportcamera.com

Rating: ★★★

JAPANESE manufacturer Shimano is better known for its range of cycling components, but the CM-1000 can be used in a car like all the other action cameras here. It uses standard GoPro mounts so, although it didn't come with many fittings, you have plenty of options. Picture quality was middle-of-the-road satisfying, and the unit was confusing and complicated to use – there are hardly any buttons, so it's controlled with an app.

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Nissan Qashqai Mk2

YOU TELL US... Crossover scores on comfort and tech, yet isn't perfect

46th
PLACE

2015 Results Qashqai Factfile

Years: 2013 to present **CO₂:** 115g/km

Fuel economy: 64mpg (1.6 dCi Acenta)

Best features: Blind spot monitoring, DAB radio, around view monitor, Bluetooth, cruise control

Prices: From £13,900

OVERALL SCORE

89.57%

Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better



■ GOOD

"LOADS of technology makes this a class leader. It never lets me down."

"It has a smooth drive, comfortable seats and all-round camera visibility."

"The size and seating position suit myself and my wife. It's very comfortable, too."

"Starts first time every time."

"I like the level of technology and the features, such as the intelligent key system and the automatic handbrake."

"Great safety features help improve your driving. It's extremely comfortable on long journeys as well."



■ NOT SO GOOD

"THE car is three months old and the gearbox failed after just 3,600 miles."

"The dashboard and door trim rattle."

"After one month, the gearbox failed. Months later, I'm still waiting for news."

"Loose exhaust heatshield within one week of owning. Creaking seat and driver's seatbelt needed replacing."

"Rear roof panel and fuel filler flap use paper-thin steel. There's poor welding on the door frames, too."

"Sold my 2011 Qashqai to get away from rattles, but new one has even more."

How do you rate your car?
Tell us what you think
www.autoexpress.co.uk/driverpower

Q

Can light washer fail MoT?

THE washer system on my BMW 3 Series' headlights works to clean the lamps, but the washer jets don't close. It's purely a cosmetic fault, yet it failed the car's MoT. Is this right? Ed Davies, E-mail

A

UNDER MoT law, if a washer system is fitted, it must work. If it doesn't, regardless of whether it impacts safety, the MoT operators are within their rights to issue a fail. To check guidelines, visit the Driver and Vehicle Standards Agency website at www.gov.uk/contact-dsa.

Q

Whining on used Volvo

I BOUGHT a second-hand Volvo with 80,000 miles on the clock. It's developed a whining noise at low revs, but the dealer says there's nothing to worry about. What are my options? Thomas Easthope, E-mail

A

ANY second-hand car with high mileage carries an element of risk. If the problem means the car's not fit for purpose, you can reject it. Keep an eye on the issue. If it gets worse, take the car back to the dealer – you should be covered under a used warranty.

Q

VW MirrorLink not pairing

THE new Volkswagen Passat Mk8 I've just purchased features the MirrorLink system. The problem is, my smartphone won't sync with the set-up. What's going on? Thomas Mann, E-mail

A

VOLKSWAGEN says that the MirrorLink system is only compatible with Android operating systems, which could be the cause of your problem. If you do have an Android smartphone, take the car back to the dealer and get a member of staff to help you set it up.

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For full details, flick to our ad in your copy of Auto Express - Just look for Quentin!



NEED TO KNOW

The official cable for the IntelliLink multimedia system costs over £100, but copies are available for around £10.



NEED TO KNOW

The Adam comes in three-door petrol form only, and very few cars are sold with an automatic box.

BUYER'S GUIDE: Vauxhall Adam

FROM £7,500 Stand out from the crowd with well equipped supermini

AE **Richard Dredge**

EVER since the original BMW MINI kick-started the premium small car class back in 2001, rival makers have fought for a slice of the posh supermini market.

The most recent model to arrive was the Vauxhall Corsa-based Adam, launched in 2012 and still a relatively unusual sight on our roads. Offering smart looks and surprising exclusivity, the Adam stands out from the crowd without being flash.

Hugely customisable and well equipped, the Adam makes a chic urban runabout that's a bit different from the usual premium superminis. However, it's underwhelming to drive, practicality is an issue and reliability isn't proving great, either.

History

THE Adam hit showrooms in January 2013 with 69bhp 1.2-litre or 86bhp and 99bhp 1.4-litre petrol engines. A five-speed gearbox was standard, but stop/start was optional.

A 113bhp turbocharged 1.0-litre three-cylinder engine debuted in the Adam Rocks

in summer 2014; soon after, it was offered in the standard Adam. The Rocks featured a raised ride height and off-roader styling, plus bigger wheels, and was offered with the regular Adam engines as well as the 1.0T unit. An electrically operated folding cloth roof was standard on the Rocks Air.

The hot Adam S followed in January 2015, initially sold as the Grand Slam, with a 148bhp 1.4-litre turbo petrol engine, uprated brakes and sportier chassis.

Which one?

WITH one bodystyle and no diesel engines, you don't have to make too many choices. The turbocharged engines are the most punchy, and frugal, too. The trim levels are Jam, Slam and Glam, but a huge number of option packs means you need to home in on the exact spec of any potential purchase.

Entry-level Jam models feature air-con, 16-inch alloy wheels, Bluetooth, cruise control, ESP, DAB radio and a multifunction steering wheel. Glam adds climate control and a glass roof, while the Slam also gets

17-inch alloys, privacy glass, sports suspension and extra chrome trim. The range-topping S comes with 18-inch wheels, sports suspension plus a sportier exterior.

Alternatives

THE Fiat 500 is the premium small car that doesn't seem to age. Despite being launched in 2008, it still looks great, is fun to drive and in demand. It comes in three-door form only, like the Vauxhall, but there's also a diesel option.

The Citroen DS3 is bigger and perhaps less obvious, but it's great value, looks smart and usually comes with plenty of equipment as well as a diesel option. As with the Vauxhall, there are loads of personalisation options, so pin down the exact spec of any potential purchase. That leaves the MINI, which looks pretty costly

compared to the Adam; it's much more common, but it is the better car, too.

Verdict

THE previous-generation Corsa wasn't the ideal basis for a premium small car, as the chassis wasn't the most sophisticated around. That allowed Vauxhall to keep the purchase costs down, so it could focus on equipping Adams to a decent standard.

A poor showing in this year's Driver Power survey proves owners don't always love their Adams as much as they should; even the much older Fiat 500 and Citroen DS3 beat it.

One of the gripes was a lack of performance, which the new turbocharged 1.0-litre engine answers. But there's a whole list of other weaknesses that Vauxhall may not have tackled, so make sure the Adam is right for you before buying.

"Hugely customisable and well equipped, the Adam makes a chic urban runabout that's a bit different"



NEED TO KNOW

Many unhappy owners have found dealers unhelpful, so sound out your local garage before you buy.

Own a used car in great condition and want it featured in an Auto Express buyer's guide? Get in touch at mail@autoexpress.co.uk.

Performance
0-62mph/top speed
14.9 seconds/103mph



Running costs
53mpg (1.2)
£44 fill-up



CO₂/tax
124g/km
£110



DRIVER POWER

www.autoexpress.co.uk/drivepower

OUR VIEW

HAVING debuted in 23rd place in last year's Driver Power satisfaction survey, the Vauxhall Adam plummeted to 90th this year. The car's only top-20 result was for tech (13th place), but it placed 110th for reliability, 167th for performance and 179th for practicality – which should be cause for concern.

YOUR VIEW

CLAIRE Saint, from Worcester, owns a 2014 Vauxhall Adam 1.2. She told us: "I like how unusual the Adam is; there are lots more MINIs and Fiat 500s about. It's also easy to drive and the cabin feels really upmarket. The boot is too small, though, and rear seat access is awkward, but as a two-seater it's great fun."

www.autoexpress.co.uk

Wipers

THE windscreen wiper blades sit quite close to each other and, as a result, they can get tangled up. This leads to the wiper linkage becoming damaged.



John Colley

Headlights

THE standard headlights aren't great, either on dipped or main beam. It's a good idea to replace the bulbs with H7 xenon units, which should make a big difference.



Gearbox

IT can sometimes be tricky selecting first gear because the linkages go out of adjustment, but a switched-on dealer should be able to fix the issue.



Rear lights

THE rear light clusters can mist up with condensation after the car has been washed or if it's raining. The only proper solution is to fit new clusters.



How much?

| | | | | |
|------|------|------|------|------|
| 15 | 64 | 14 | 63 | 62 |
| 2015 | 2014 | 2014 | 2013 | 2013 |

Model

| | | | | | |
|---------------|---------|---------|---------|--------|--------|
| 1.0 Glam | £11,395 | £10,795 | £10,195 | N/A | N/A |
| 1.0 Jam | £11,150 | £10,550 | £9,975 | N/A | N/A |
| 1.0 Slam | £11,795 | £11,150 | £10,550 | N/A | N/A |
| 1.2 Glam | £9,895 | £9,550 | £8,950 | £8,475 | £7,950 |
| 1.2 Slam | £10,295 | £9,750 | £9,295 | £8,795 | £8,250 |
| 1.4 (86) Glam | £10,295 | £9,750 | £9,295 | £8,975 | £8,395 |
| 1.4 (99) Slam | £10,950 | £10,550 | £9,875 | £9,525 | £8,895 |

If you can find an Adam for less than £7,500, the chances are it's a category D write-off – these can be picked up from around £6,000. Few Adams have covered more than 10,000 miles. For £8,000 you can have your pick of 1.2-litre cars, while most 1.4-litres start from £8,500.

Adams with the 1.0-litre engine are still very rare on the used market, and prices range from £13,500, up to £16,000 for a Rocks edition. We found more than 650 Adams for sale – just five with an automatic gearbox. Pre-registered 15-plate cars cost £11,000 to £13,500.

Running costs

| Model | Fuel economy | CO ₂ emissions | Annual road tax |
|--------------------|--------------|---------------------------|-----------------|
| 1.0T | 10 | 55-57mpg | 114-119g/km |
| 1.2 | 2-5 | 53mpg | 124g/km |
| 1.2 Stop/Start | 3-5 | 56mpg | 118g/km |
| 1.4 87 | 6 | 51mpg | 129g/km |
| 1.4 87 Stop/Start | 6 | 55mpg | 119g/km |
| 1.4 100 | 8-9 | 51mpg | 129g/km |
| 1.4 100 Stop/Start | 8-9 | 55mpg | 119g/km |
| 1.4T | 15 | 47mpg | 139g/km |
| | | | £30 |
| | | | £110 |
| | | | £30 |
| | | | £110 |
| | | | £30 |
| | | | £110 |
| | | | £30 |
| | | | £130 |

Insurance group

ALL Adams need to be serviced every 12 months or 20,000 miles, although this can be brought forward if the oil life monitoring system indicates that an oil change is due. Services alternate between minor and major, priced at £175 and £225 respectively.

Fresh brake fluid is required every two years, at a cost of £40, while the air-con should be sanitised at the same time (an extra £20). The use of long-life coolant means there's no need for it to be replaced, but if there's a failure, and the system needs to be refilled, expect a bill for £49.

Partwatch

| Part | Dealer price | Independent price |
|------------------------------|--------------|-------------------|
| Front brake pads (axle set) | £59.04 | £37 |
| Brake discs (pair) | £181.20* | £52.68 |
| Door mirror glass (electric) | £32.40 | £12.99** |
| Front wiper set | £52.02 | £26.70 |

Prices for a 2012 Vauxhall Adam 1.2. Dealer figures from Lookers Vauxhall in Selly Oak, W Midlands (www.lookers.co.uk/vauxhall).

Independent prices from Euro Car Parts (www.eurocarparts.com).

*Disc and pad set available for £183.60. **Price for right-hand side from www.carwingmirrors.co.uk. Left-hand side costs £9.99.



Interior

THE cabin looks modern and classy, and there's lots of room up front for two. But the rear seats are cramped (and there are only two of them) and the boot is small, too: with the seats up, it holds 170 litres; fold them flat and this jumps to 484 litres. As a result the Adam is best viewed as a two-seater.

Contacts

Official
www.vauxhall.co.uk

Forums
www.adamownersclub.co.uk
www.adamowners.com
www.facebook.com/VauxhallAdam

SO far, the Adam has only been recalled once. It was issued in September 2014 and affected nearly 70,000 cars – many the contemporary Corsa – built between February and September 2014. The potential problem was down to a manufacturing fault with the intermediate shaft within the steering mechanism; it could break, leading to a complete loss of control. The fault was so serious, Vauxhall advised that affected vehicles shouldn't be driven until a new shaft had been fitted.

Recalls

TOP FIVE Seven-seaters

Best buys Which of these practical people carriers and SUVs is our family favourite?

Citroen Grand C4 Picasso

Years: 2013 to date Best engine: 1.6-litre 4cyl, 112bhp
Insurance group: 19 Economy/CO₂: 70mpg/105g/km

1st
NON-MOVER

WHY? You don't normally associate people carriers with stylish looks, but the latest Citroen Grand C4 Picasso stands out with its sharp design on the outside and futuristic, technology-laden interior. And our favourite seven-seater's talents aren't just skin deep, as it's hugely practical as well, featuring independently sliding seats in the middle row – the outer chairs here also flip up to allow access to the rearmost seats – while there's plenty of storage space. Fold all the rear seats, and you get a massive boot, too. The Grand C4 Picasso can't match the Ford S-MAX for handling prowess, although it rides well and is really easy to drive.

From £19,460 (new)



2nd
NEW ENTRY

Volvo XC90

Years: 2015 to date Best engine: 2.0-litre 4cyl, 221bhp
Insurance group: 33 Economy/CO₂: 50mpg/149g/km

WHY? Volvo's long-awaited new XC90 SUV has impressed us enormously so far. The elegant new design inside and out is class-leading, while a composed driving experience, efficient engines and superb levels of cabin and safety tech mark it out next to the Discovery. There's also room for seven adults and plenty of useful storage solutions. It's not cheap, though.

From £45,750 (new)

3rd
FALLER

SEAT Alhambra

Years: 2010 to date Best engine: 2.0-litre 4cyl, 138bhp
Insurance group: 18 Economy/CO₂: 50mpg/146g/km

WHY? The Alhambra is showing its age in this company, but it's still a fine choice as a practical all-found family carrier. It's better value than its VW Sharan sister, and offers a spacious, well built and easy to use cabin. Engines are punchy and efficient, and while it's not the most stylish MPV, and there's not much fun to be had from behind the wheel, it's comfortable and composed.

From £25,630 (new)



4th
FALLER

Ford S-MAX

Years: 2015 to date Best engine: 2.0-litre 4cyl, 138bhp
Insurance group: 18 Economy/CO₂: 47mpg/159g/km

WHY? As with the XC90, the sharp new S-MAX has only just gone on sale, but from what we've seen and judging by the excellent previous model, it'll remain a great buy. A slightly high price and tight third-row seats let the latest car down, but it's still one of very few MPVs that can cater for keen drivers, and the new car adds more efficient engines, better refinement and safety tech.

From £24,545 (new)

5th
FALLER

Land Rover Discovery

Years: 2009 to date Best engine: 3.0-litre 6cyl, 252bhp
Insurance group: 42 Economy/CO₂: 36.7mpg/213g/km

WHY? New doesn't always mean best and the evergreen Discovery still ranks among the finest seven-seat SUVs on sale. It's the all-round ability that impresses most, with a premium interior, loads of space and a relaxing driving style. The heavy Disco isn't as agile or efficient as the newest large SUVs, and reliability is a concern. But it's got a great image and is unstoppable off-road.

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EVOLUTION Ferrari 488 GTB

YEARS 1989-2015 As stunning new supercar hits the road, we look back at its illustrious forebears



1999 Ferrari 360 Modena

Years: 1999 to 2004 **Engine:** 3.6-litre V8, 400bhp

Insurance group: 20 **Econ/CO₂:** 14mpg/440g/km

Why? One of the more controversial mid-engined Ferraris, as the 360 had a more bulbous look to replace the 355's sharp, sleek styling. The V8 noise and engaging drive remained, and hardcore special editions such as the Challenge Stradale now make serious collectors' items. Parts remain hugely expensive, however.

Now from £33,000



2005 Ferrari F430

Years: 2005 to 2010 **Engine:** 4.3-litre V8, 483bhp

Insurance group: 20 **Econ/CO₂:** 15mpg/420g/km

Why? The 430 was a far more complex car than before with aerodynamically tuned styling and features such as five-way traction control. But the gutsier, naturally aspirated 4.3-litre V8 engine was even more intoxicating, and the handling sublime. It became a more usable Ferrari, too, yet running costs and bills remain predictably high.

Now from £65,000



2010 Ferrari 458 Italia

Years: 2010 to 2015 **Engine:** 4.5-litre V8, 562bhp

Insurance group: 50 **Econ/CO₂:** 21mpg/307g/km

Why? Compared to the 360 and 430, the 458 was a revolution in design, with striking and aggressive lines tuned for aerodynamic efficiency. It also took performance and tech to new levels. The hardcore Speciale is regarded as one of the best drives of the 21st century, but some find the button-heavy steering wheel confusing.

Now from £113,000

1994 Ferrari F355

Years: 1994 to 1999 **Engine:** 3.5-litre V8, 371bhp

Insurance group: 20 **Econ/CO₂:** 16mpg/395g/km

Why? Legendary 355 is one of the most desirable Italian supercars of all-time. And, unlike the 348 it's based on, it drives as well as it looks, with fantastic handling and a glorious 3.5-litre V8 engine revving to 9,000rpm. As with the 348, there are plenty of problem areas, like cracked manifolds and dodgy valve guides, so spend wisely and budget for big bills.

**Now from
£38,000**



1989 Ferrari 348 GTB

Years: 1989 to 1995 **Engine:** 3.4-litre V8, 320bhp

Insurance group: 20 **Econ/CO₂:** 14mpg/N/A

Why? The 348 replaced the 328 in 1989, and debuted a sleeker look for Ferrari's mid-engined supercars, with styling cues borrowed from the Testarossa. Not regarded as one of the firm's best efforts because of its tricky handling, it still commands an enthusiastic following. Leaky engine and gearbox seals are problem areas, and replacements run well into the thousands, so make sure the car gets a thorough check-up before buying.

Now from £30,000



2015 Ferrari 488 GTB

Years: From 2015 **Engine:** 3.9-litre V8, 661bhp

Insurance group: N/A **Econ/CO₂:** 25mpg/260g/km

Why? We drive the 488 on Page 34, and while the styling is adapted from the 458, this is a whole new era for mid-engined Ferraris. It's the first for decades to ditch the revvy, dramatic, naturally aspirated engines for more efficient turbocharged power. The 3.9-litre V8 delivers 660bhp and 760Nm of torque, provides searing pace, suffers from zero lag and sounds lovely.

£185,000 (est)





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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: dean_gibson@dennis.co.uk

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt) **BAND G:** 151-165g/km CO₂ (£180/£180)
BAND B: 101-110g/km CO₂ (exempt/£20) **BAND H:** 166-175g/km CO₂ (£295/£205)
BAND C: 111-120g/km CO₂ (exempt/£30) **BAND I:** 176-185g/km CO₂ (£350/£225)
BAND D: 121-130g/km CO₂ (exempt/£110) **BAND J:** 186-200g/km CO₂ (£490/£265)
BAND E: 131-140g/km CO₂ (£130/£130) **BAND K:** 201-225g/km CO₂ (£640/£290)
BAND F: 141-150g/km CO₂ (£145/£145) **BAND L:** 226-255g/km CO₂ (£870/£490)
BAND M: Over 255g/km CO₂ (£1100/£505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hotline, and also show how many franchised UK dealers there are for each marque.

| Eco band | MPG | 0-60mph | CO ₂ | Insurance group | List price |
|----------|-----|---------|-----------------|-----------------|------------|
|----------|-----|---------|-----------------|-----------------|------------|

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1.4 T-Jet 500 **G** 43.5 7.9 155 27 £14560
1.4 T-Jet 595 Turismo **G** 43.5 7.4 155 28 £17990
1.4 T-Jet 595 Competizione **G** 48.7 6.7 155 28 £19890
1.4 T-Jet 695 Biposto **G** 43.5 5.9 155 38 £23990
500/595C: add £1800, auto: add £1265

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 00800 2532 0000 / Dealers: 46
Warranty: 3 years/unlimited miles

MiTo - 4063x1720mm, **EURO-NCAP ★★★★**
DRIVER POWER POS: 155th

1.3 JTDM-2 (85) Progression **A** 79.0 12.9 95 11 £14315
1.3 JTDM-2 (85) Sprint **A** 79.0 12.9 95 11 £14515
1.3 JTDM-2 (85) Distinctive **A** 79.0 12.9 95 11 £16655
875cc TwinAir Progression **A** 67.3 11.4 99 13 £13770
875cc TwinAir Distinctive **A** 67.3 11.4 99 13 £16070
875cc TwinAir Sprint **A** 67.3 11.4 99 9 £14870
1.4 TB MultiAir (135) Distinctive **D** 50.0 8.4 129 19 £17620
1.4 TB MultiAir (170) Q-Foglio Verde **D** 52.3 7.3 124 26 £20210
QV Line: add £750 to Distinctive (not 1.3 JTDM-2), Junior: same price as Sprint.

Giulietta - 435x1798mm, **EURO-NCAP ★★★★**
DRIVER POWER POS: 59th

1.4 TB (120) Progression **F** 44.1 9.4 149 16 £18240
1.4 TB (120) Distinctive **F** 44.1 9.4 149 16 £19490
1.4 TB MultiAir Distinctive **E** 48.7 7.8 134 23 £20990
1.6 JTDM-2 (120) Progression **C** 76.4 11.3 114 16 £19170
1.6 JTDM-2 (120) Distinctive **C** 76.4 11.3 114 16 £20420
2.0 JTDM-2 (150) Distinctive **C** 67.3 8.8 110 24 £21720
2.0 JTDM-2 (150) Exclusive **C** 67.3 8.8 110 25 £23470
1.75 TCT Quadrifoglio Verde **G** 40.4 6.0 127 25 £28120
Exclusive: add £2400 to Distinctive, Sportiva Nav: add £1100 to Exclusive, auto: add £1340 to 1.4 MultiAir

4C - 398x2090mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

1.75 TCT 4C **G** 41.5 4.5 157 N/A £51500
4C Spider: add £8000

ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr **E** 53.3 4.6 139 50 £69950
3.0 auto D3 Bi-Turbo Touring **F** 52.3 4.6 142 50 £69950

B3 - 4628x1811mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr **I** 37.2 4.2 177 49 £54950
3.0 auto B3 Bi-Turbo Touring **I** 36.7 4.3 179 49 £56950

D5 - 4913x1860mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr **G** 47.9 5.1 155 47 £69590
3.0 auto D5 Bi-Turbo Touring **G** 45.6 5.3 163 47 £59950

B5 - 4905-4913x1860mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr **L** 26.9 4.5 244 N/A £75150

B7 - 5092x1902mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr **L** 28.5 4.6 230 N/A £98800

XD3 - 4651x1901mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo **H** 42.8 4.9 174 50 £56450

| Eco band | MPG | 0-60mph | CO ₂ | Insurance group | List price |
|----------|-----|---------|-----------------|-----------------|------------|
|----------|-----|---------|-----------------|-----------------|------------|

D4 - 4640x1825mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe **E** 53.3 4.6 139 49 £50950
3.0 auto D4 Bi-Turbo Convertible **G** 47.9 5.0 156 49 £54950

B4 - 4640x1825mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe **I** 37.2 4.2 177 49 £58950
3.0 auto B4 Bi-Turbo Convertible **J** 35.3 4.5 186 49 £62950

B6 - 4894x1894mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe **K** 30.1 4.3 219 50 £92850
4.4 V8 auto B6 Bi-Turbo Conv **K** 29.4 4.4 224 50 £97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1

Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

2.0 i-VTEC Atom 3.245 **N/A** 3.3 N/A N/A £30596
2.0 i-VTEC Atom 3.510 **N/A** 2.7 N/A N/A £35812
2.0 i-VTEC S/C Atom 3.5R **N/A** 2.6 N/A N/A £64800

Nomad - 3215x1850mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

2.4 i-VTEC Nomad **N/A** 3.4 N/A N/A £33000

ASTON MARTIN

www.astonmartin.com / Brochure: 01926 644644 / Dealers: 22

Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

6.0 V12 auto Rapide S **M** 19.9 4.9 323 50 £150299

Vantage - 4380x1865mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

4.7 V8 Vantage **M** 20.5 4.8 321 50 £87344
4.7 V8 Vantage N430 **M** 20.5 4.8 321 50 £92344
4.7 V8 Vantage S **M** 20.5 4.5 321 50 £87344
6.0 V12 Vantage S **M** 17.3 3.7 388 50 £139155

Auto: add £5000, Vantage Roadster: add £9000

DB9 - 4720x1875mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

6.0 V12 auto Coupe **M** 19.8 4.6 333 50 £155337

DB9 Volante: add £10000

Vanquish - 4721x1905mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

6.0 V12 auto Coupe **M** 19.6 4.1 335 50 £194150

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121

Warranty: 3 years/60000 miles

A1 - 3954x1740mm, **EURO-NCAP ★★★★**
DRIVER POWER POS: 152nd

1.0 TFSI (95) SE 3dr **A** 60.0 10.9 99 N/A £14315

1.0 TFSI (95) Sport 3dr **A** 60.0 10.9 99 N/A £16290

1.6 TDI (116) SE 3dr **A** 80.7 9.4 92 19 £15390

1.4 TFSI (125) Sport 3dr **C** 57.6 8.8 115 21 £16690

1.6 TDI (116) Sport 3dr **A** 80.7 9.4 92 19 £17365

1.4 TFSI (125) 5 line 3dr **C** 56.5 8.8 117 21 £18685

1.4 TFSI CoD (150) 5 line 3dr **C** 58.9 7.8 112 25 £19480

1.6 TDI (116) 5 line 3dr **A** 80.7 9.4 93 19 £19360

2.0 TFSI (231) 51 3dr **G** 40.4 5.8 163 33 £25380

Auto: add £1540, A1 Sportback: add £620, 51 Sportback: add £730

A3 - 4237x1777mm, **EURO-NCAP ★★★★**
DRIVER POWER POS: 27th

1.4 TFSI (125) 5 line 3dr **C** 57.6 8.8 117 21 £18685

1.4 TFSI CoD (150) 5 line 3dr **C** 58.9 7.8 112 25 £19480

1.6 TDI (116) 5 line 3dr **A** 80.7 9.4 93 19 £19360

2.0 TFSI (231) 51 3dr **G** 40.4 5.8 163 33 £25380

Auto: add £1540, A1 Sportback: add £620, 51 Sportback: add £730

A4 - 4513x1825mm, **EURO-NCAP ★★★★**
DRIVER POWER POS: 151st

1.4 TFSI (125) 5 line 3dr **C** 57.6 8.8 117 21 £18685

1.4 TFSI CoD (150) 5 line 3dr **C** 58.9 7.8 112 25 £19480

1.6 TDI (116) 5 line 3dr **A** 80.7 9.4 93 19 £19360

2.0 TFSI (231) 51 3dr **G** 40.4 5.8 163 33 £25380

Auto: add £1540, A1 Sportback: add £620, 51 Sportback: add £730

A5 - 4701x1826mm, **EURO-NCAP ★★★★**
DRIVER POWER POS: 151st

1.4 TFSI (125) 5 line 3dr **C** 57.6 8.8 117 21 £18685

1.4 TFSI CoD (150) 5 line 3dr **C** 58.9 7.8 112 25 £19480

1.6 TDI (116) 5 line 3dr **A** 80.7 9.4 93 19 £19360

2.0 TFSI (231) 51 3dr **G** 40.4 5.8 163 33 £25380

Auto: add £1540, A1 Sportback: add £620, 51 Sportback: add £730

A6 - 4721x1841mm, **EURO-NCAP N/A**
DRIVER POWER POS: 54th

1.4 TFSI (125) 5 line 3dr **C** 57.6 8.8 117 21 £18685

1.4 TFSI CoD (150) 5 line 3dr **C** 58.9 7.8 112 25 £19480

1.6 TDI (116) 5 line 3dr **A** 80.7 9.4 93 19 £19360

2.0 TFSI (231) 51 3dr **G** 40.4 5.8 163 33 £25380

Auto: add £1540, A1 Sportback: add £620, 51 Sportback: add £730

A7 - 4923x1978x1936mm, **EURO-NCAP ★★★★**
DRIVER POWER POS: 54th

2.0 TDI (190) SE **C** 65.7 8.4 113 31 £131955

2.0 TDI (218) S tronic 5E **E** 60.1 7.1 128 38 £308095

3.0 TDI (227) quattro S tronic 5E **E** 55.4 5.5 131 41 £414155

3.0 TDI (204) multitronic 5 line **D** 64.3 5.7 145 43 £461250

3.0 TDI (217) S tronic 5 line **D** 64.3 5.7 145 43 £461250

3.0 TDI (204) multitronic 5 line **D** 64.3 5.7 145 43 £461250

3.0 TDI (227) quattro S tronic 5 line **E** 54.9 5.5 131 41 £414155

4.0 V8T quattro S tronic 56 **K** 30.7 4.4 214 27 £560000

4.0 V8T quattro S tronic 56 Avant **K** 29.4 3.9 223 50 £77995

Auto: add £190 to 2.0 TDI, quattro: add £1760 to 3.0 TDI (218), A6 Avant: add £2000, 5 line: add £2410-£2450 to SE, Black Edition: add £2175 to S line

A8 - 4933-4979x1874-1936mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

2.0 TFSI (245) quattro tip hybrid **F** 45.6 7.7 144 42 £64280

3.0 TDI (262) quattro tip SE **F** 49.6 5.9 149 46 £62185

4.2 TDI (385) quattro tip SE **E** 39.2 4.7 189 50 £72790

3.0 TFSI (

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www.autoexpress.co.uk



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| | | Eco band | MPG | 0-60mph | CO ₂ | Insurance group | List price |
|--|----------|----------|------|---------|-----------------|-----------------|------------|
| www.bentleymotors.co.uk / Brochure: 0808 100 5200 / Dealers: 23 | | | | | | | |
| Warranty: 3 years/unlimited miles | | | | | | | |
| Flying Spur - 5299x1924mm, Euro-NCAP N/A | | | | | | | |
| DRIVER POWER POS: N/A | | | | | | | |
| 4.0 V8 auto Flying Spur | L | 25.9 | 4.9 | 254 | 50 | £1369 | |
| 6.0 W12 auto Flying Spur | M | 19.0 | 4.3 | 343 | 50 | £1471 | |
| Mulsanne - 5575x1926mm, Euro-NCAP N/A | | | | | | | |
| DRIVER POWER POS: N/A | | | | | | | |
| 6.75 V8 auto Mulsanne | M | 16.8 | 5.1 | 393 | 50 | £2305 | |
| 6.75 V8 auto Mulsanne Speed | M | 19.3 | 4.8 | 342 | 50 | £2533 | |
| Continental - 4804x5290x1916-1945mm, Euro-NCAP N/A | | | | | | | |
| DRIVER POWER POS: N/A | | | | | | | |
| 6.0 W12 auto GT | M | 19.5 | 4.3 | 338 | 50 | £1408 | |
| 6.0 W12 auto GT Speed | M | 19.5 | 4.0 | 338 | 50 | £1578 | |
| 4.0 V8 auto GT | L | 26.7 | 4.6 | 246 | 50 | £1309 | |
| 4.0 V8 auto GT S | L | 26.7 | 4.3 | 246 | 50 | £1399 | |
| 4.0 V8 auto GT3-R | M | 22.3 | 3.6 | 295 | 50 | £2386 | |
| Continental GTC add £13000 to V8, £20,225 to V8 S, £15000 to Speed, £13800 to W12 | | | | | | | |
| BMW | | | | | | | |
| www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153 | | | | | | | |
| Warranty: 3 years/unlimited miles | | | | | | | |
| 13 - 3999x1775mm, Euro-NCAP ★★★★★ | | | | | | | |
| DRIVER POWER POS: N/A | | | | | | | |
| eDrive auto i3 | A | N/A | 7.2 | 0 | 21 | £3061 | |
| eDrive auto i3 Range Extender | A | 47.0 | 8.7 | 13 | 21 | £3381 | |
| 1 Series - 4324x1765mm, Euro-NCAP ★★★★★ | | | | | | | |
| DRIVER POWER POS: 101st | | | | | | | |
| 1.6 118i SE 3dr | D | 52.3 | 8.5 | 125 | 18 | £202 | |
| 1.6 118i Sport 3dr | D | 52.3 | 8.5 | 125 | 18 | £214 | |
| 1.6 120i Sport 3dr | E | 48.7 | 7.4 | 136 | 21 | £232 | |
| 2.0 125i M Sport 3dr | G | 42.2 | 6.4 | 157 | 28 | £263 | |
| 3.0 M135i 3dr | J | 35.3 | 5.1 | 188 | 37 | £311 | |
| 1.5 116d ED 3dr | A | 83.1 | 10.4 | 89 | 15 | £205 | |
| 2.0 118d SE 3dr | B | 70.6 | 8.3 | 104 | 19 | £223 | |
| 2.0 118d Sport 3dr | B | 70.6 | 8.3 | 104 | 19 | £233 | |
| 2.0 120d Sport 3dr | C | 65.7 | 7.1 | 114 | 24 | £247 | |
| 2.0 auto 125d M Sport 3dr | D | 61.4 | 6.3 | 121 | 30 | £298 | |
| Auto: add £1490-£1685, 5dr: add £530, M Sport: add £1700-£1830 | | | | | | | |
| 3 Series - 4624x1811mm, Euro-NCAP ★★★★★ | | | | | | | |
| DRIVER POWER POS: 51st | | | | | | | |
| 2.0 316d ES | C | 62.8 | 10.9 | 119 | 20 | £262 | |
| 2.0 316d SE | C | 62.8 | 10.9 | 119 | 20 | £271 | |
| 2.0 318d SE | C | 62.8 | 9.1 | 119 | 25 | £283 | |
| 2.0 318d Luxury | C | 62.8 | 9.1 | 119 | 25 | £308 | |
| 2.0 320d EfficientDynamics | B | 68.9 | 8.0 | 105 | 32 | £294 | |
| 2.0 320d SE | D | 61.4 | 7.5 | 120 | 32 | £294 | |
| 2.0 320d Luxury | D | 61.4 | 7.5 | 120 | 32 | £319 | |
| 2.0 325d Luxury | D | 57.6 | 6.8 | 125 | 35 | £329 | |
| 2.0 auto 320d SE | D | 57.6 | 6.8 | 125 | 41 | £337 | |
| 3.0 auto 330d Luxury | D | 57.6 | 5.6 | 125 | 38 | £346 | |
| 3.0 auto 330d xDrive Luxury | F | 52.3 | 4.8 | 143 | 43 | £417 | |
| 1.6 316i ES | E | 47.9 | 8.9 | 137 | 23 | £241 | |
| 1.6 316i SE | E | 47.9 | 8.9 | 137 | 23 | £251 | |
| 2.0 320i EfficientDynamics | D | 53.3 | 7.6 | 124 | 28 | £264 | |
| 2.0 320i SE | F | 44.8 | 7.3 | 147 | 31 | £272 | |
| 2.0 320i Luxury | F | 44.8 | 7.3 | 147 | 31 | £281 | |
| 2.0 328e SE | F | 44.1 | 5.9 | 149 | 36 | £304 | |
| 2.0 328i Luxury | F | 44.1 | 5.9 | 149 | 36 | £329 | |
| 3.0 335i Luxury | J | 35.8 | 5.5 | 166 | 38 | £381 | |
| 3.0 auto ActiveHybrid 3 SE | J | 47.9 | 5.3 | 139 | 38 | £421 | |
| 3.0 auto ActiveHybrid 3 Luxury | J | 47.9 | 5.3 | 139 | 38 | £466 | |
| 3.0T M Sport | K | 32.1 | 4.3 | 204 | 45 | £3651 | |
| Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, M Sport: add £500 to Luxury | | | | | | | |
| 3 Series Gran Turismo - 4824x1828mm, Euro-NCAP N/A | | | | | | | |
| DRIVER POWER POS: 51st | | | | | | | |
| 2.0 320i SE | C | 62.8 | 10.9 | 119 | 20 | £262 | |
| 2.0 320i Luxury | C | 62.8 | 10.9 | 119 | 20 | £271 | |
| 2.0 328i SE | C | 62.8 | 9.1 | 119 | 25 | £283 | |
| 2.0 328i Luxury | C | 62.8 | 9.1 | 119 | 25 | £308 | |
| 3.0 335i Luxury | B | 68.9 | 8.0 | 105 | 32 | £294 | |
| 3.0 320d SE | D | 61.4 | 7.5 | 120 | 32 | £294 | |
| 3.0 320d Luxury | D | 61.4 | 7.5 | 120 | 32 | £319 | |
| 3.0 auto 320d SE | D | 57.6 | 6.8 | 125 | 35 | £329 | |
| 3.0 325d Luxury | D | 57.6 | 6.8 | 125 | 41 | £337 | |
| 3.0 auto 320d xDrive Luxury | F | 52.3 | 4.8 | 143 | 43 | £417 | |
| 1.6 316i ES | E | 47.9 | 8.9 | 137 | 23 | £241 | |
| 1.6 316i SE | E | 47.9 | 8.9 | 137 | 23 | £251 | |
| 2.0 320i EfficientDynamics | D | 53.3 | 7.6 | 124 | 28 | £264 | |
| 2.0 320i SE | F | 44.8 | 7.3 | 147 | 31 | £272 | |
| 2.0 320i Luxury | F | 44.8 | 7.3 | 147 | 31 | £281 | |
| 2.0 328e SE | F | 44.1 | 5.9 | 149 | 36 | £304 | |
| 2.0 328i Luxury | F | 44.1 | 5.9 | 149 | 36 | £329 | |
| 3.0 335i Luxury | J | 35.8 | 5.5 | 166 | 38 | £381 | |
| 3.0 auto ActiveHybrid 3 SE | J | 47.9 | 5.3 | 139 | 38 | £421 | |
| 3.0 auto ActiveHybrid 3 Luxury | J | 47.9 | 5.3 | 139 | 38 | £466 | |
| 3.0T M Sport | K | 32.1 | 4.3 | 204 | 45 | £3651 | |
| Auto: add £1550, xDrive: add £1500 to 320i, £1515 to 330d, Sport: add £1000 to SE, M Sport: add £250 to Luxury | | | | | | | |
| 5 Series - 4907x4998x1860-1901mm, Euro-NCAP ★★★★★ | | | | | | | |
| DRIVER POWER POS: 47th | | | | | | | |
| 2.0 520i SE | F | 44.1 | 7.9 | 149 | 36 | £331 | |
| 2.0 520i M Sport | F | 44.1 | 7.9 | 149 | 37 | £359 | |
| 2.0 528i SE | G | 42.8 | 6.2 | 154 | 40 | £366 | |
| 2.0 528i M Sport | G | 42.8 | 6.2 | 154 | 41 | £395 | |
| 3.0 auto 535i Luxury | H | 39.2 | 5.7 | 169 | 43 | £464 | |
| 3.0 auto 535i Sport | H | 39.2 | 5.7 | 169 | 43 | £474 | |
| 4.4 V8 auto 550i Luxury | J | 32.8 | 4.6 | 199 | 46 | £579 | |
| 4.4 V8 auto 550i M Sport | J | 32.8 | 4.6 | 199 | 46 | £579 | |
| 2.0 518d SE | G | 62.8 | 9.7 | 119 | 36 | £308 | |
| 2.0 518d M Sport | G | 62.8 | 9.7 | 119 | 31 | £336 | |
| 2.0 520d SE | C | 62.8 | 8.1 | 119 | 33 | £323 | |
| 2.0 520d M Sport | C | 62.8 | 8.1 | 119 | 34 | £351 | |
| 2.0 525d SE | D | 57.6 | 7.0 | 129 | 33 | £369 | |
| 2.0 525d M Sport | D | 57.6 | 7.0 | 129 | 34 | £399 | |
| 3.0 auto 530d SE | E | 55.4 | 5.8 | 134 | 43 | £4141 | |
| 3.0 auto 530d M Sport | E | 55.4 | 5.8 | 134 | 43 | £4421 | |
| 3.0 auto 530d Luxury | E | 55.4 | 5.8 | 134 | 43 | £4421 | |
| 3.0 auto 530d M Sport | E | 55.4 | 5.8 | 134 | 43 | £4421 | |
| 3.0 auto 535d SE | F | 44.1 | 5.9 | 149 | 44 | £474 | |
| 3.0 auto 535d M Sport | F | 44.1 | 5.9 | 149 | 44 | £4883 | |
| 3.0 auto ActiveHybrid 5 Luxury | F | 44.1 | 5.9 | 149 | 44 | £4883 | |
| 3.0 auto ActiveHybrid 5 M Sport | F | 44.1 | 5.9 | 149 | 45 | £4904 | |
| 4.4 V8T DCT M Sport | L | 28.5 | 4.3 | 232 | 48 | £748 | |
| 4.4 V8T DCT M5 30 Jahre Edition | L | 28.5 | 3.9 | 232 | 49 | £9189 | |
| Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed | | | | | | | |

| | | Eco band | NPG | 0-60mph | CO ₂ | Insurance group | List price |
|---|----------|----------|------|---------|-----------------|-----------------|------------|
| DRIVER POWER POS: 47th | | | | | | | |
| 2.0 auto 520d SE | F | 51.4 | 8.9 | 144 | 33 | £38045 | |
| 2.0 auto 520d Luxury | F | 51.4 | 8.9 | 144 | 34 | £40945 | |
| 3.0 auto 530d SE | G | 48.7 | 6.2 | 153 | 43 | £46965 | |
| 3.0 auto 530d Luxury | G | 48.7 | 6.2 | 153 | 44 | £48965 | |
| 3.0 auto 535i SE | J | 34.4 | 6.1 | 191 | 44 | £49465 | |
| 3.0 auto 535d Luxury | G | 47.9 | 5.7 | 154 | 46 | £51885 | |
| 4.4 V8 auto 550i Luxury | K | 30.7 | 5.0 | 214 | 48 | £59515 | |
| M Sport: same price as 520d Luxury, add £800 to 530d, 535i, 535d Luxury, add £950 to 550i Luxury | | | | | | | |
| 7 Series - 5072-5212x1902mm, EURO-NCAP N/A | | | | | | | |
| DRIVER POWER POS: N/A | | | | | | | |
| 3.0 auto 740i SE | I | 35.8 | 5.7 | 187 | 48 | £61675 | |
| 3.0 auto ActiveHybrid 7 SE | G | 41.5 | 5.7 | 158 | 47 | £62075 | |
| 3.0 auto 730d SE | F | 50.4 | 6.1 | 148 | 48 | £58275 | |
| 3.0 auto 740d SE | F | 49.6 | 5.5 | 149 | 49 | £64565 | |
| 4.4 auto 750i SE | J | 32.8 | 4.8 | 199 | 49 | £71515 | |
| 6.1 V12 auto 760Li SE | M | 21.1 | 4.6 | 314 | 50 | £102015 | |
| Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760Li | | | | | | | |
| 2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★ | | | | | | | |
| DRIVER POWER POS: N/A | | | | | | | |
| 1.5T 218i SE | C | 57.6 | 9.2 | 115 | 13 | £22745 | |
| 2.0T 220i Sport | E | 47.9 | 7.5 | 137 | 20 | £25775 | |
| 2.0T 225i xDrive auto Luxury | F | 44.1 | 6.3 | 148 | 23 | £31175 | |
| 1.5 216i SE | A | 74.3 | 10.6 | 95 | 11 | £23410 | |
| 2.0 218d SE | B | 68.9 | 9.8 | 109 | 15 | £24555 | |
| 1.5 220d SE Sport | C | 64.2 | 8.6 | 115 | 21 | £27255 | |
| Autos: add £1250 to 218i, £1420 to 220i, £1500 to diesels. Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models | | | | | | | |
| X1 - 4454x1798mm, EURO-NCAP ★★★★ | | | | | | | |
| DRIVER POWER POS: 100th | | | | | | | |
| 2.0 xDrive20i SE | I | 37.7 | 7.8 | 178 | 28 | £27280 | |
| 2.0 xDrive16d SE | D | 57.6 | 11.5 | 128 | 18 | £24230 | |
| 2.0 xDrive18d SE | D | 57.6 | 9.6 | 128 | 22 | £25320 | |
| 2.0 xDrive20d EfficientDynamics | C | 62.8 | 8.3 | 119 | 24 | £26760 | |
| 2.0 xDrive20d SE | D | 57.6 | 7.8 | 129 | 24 | £26760 | |
| 2.0 xDrive18d SE | F | 51.4 | 9.9 | 142 | 22 | £26830 | |
| 2.0 xDrive20d SE | F | 51.4 | 8.1 | 145 | 24 | £28260 | |
| 2.0 xDrive25d xLine | G | 47.9 | 6.8 | 155 | 26 | £32540 | |
| 2.0 xDrive25d M Sport | G | 47.9 | 6.8 | 155 | 27 | £33450 | |
| Auto: add £1265 to 218i, £1420 to 220i, £1500 to diesels. Sport: add £1250 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE | | | | | | | |
| X3 - 4657x1881mm, EURO-NCAP ★★★★ | | | | | | | |
| DRIVER POWER POS: 24th | | | | | | | |
| 2.0 xDrive18d SE | D | 60.1 | 9.5 | 124 | 26 | £31295 | |
| 2.0 xDrive20d SE | E | 54.3 | 8.1 | 136 | 30 | £32195 | |
| 3.0 auto xDrive30d SE | G | 49.6 | 5.9 | 159 | 31 | £45160 | |
| 3.0 auto xDrive35d M Sport | G | 47.1 | 5.3 | 157 | 43 | £46690 | |
| Auto: add £1550, xLine: add £1500, M Sport: add £3000 to SE | | | | | | | |
| X4 - 4657x1881mm, EURO-NCAP N/A | | | | | | | |
| DRIVER POWER POS: N/A | | | | | | | |
| 2.0 xDrive20d SE | E | 54.3 | 8.1 | 136 | 31 | £36880 | |
| 3.0 auto xDrive30d xLine | G | 49.6 | 5.9 | 159 | 31 | £40060 | |
| 3.0 auto xDrive35d M Sport | G | 47.1 | 5.3 | 157 | 43 | £46690 | |
| Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000 to SE | | | | | | | |
| X5 - 4886x1938mm, EURO-NCAP N/A | | | | | | | |
| DRIVER POWER POS: N/A | | | | | | | |
| 4.4 auto xDrive50i SE | L | 27.2 | 5.0 | 242 | 49 | £60390 | |
| 2.0 auto xDrive25d SE | F | 50.4 | 8.2 | 149 | 42 | £24945 | |
| 2.0 auto xDrive25d SE | G | 48.7 | 8.2 | 154 | 42 | £45250 | |
| 3.0 auto xDrive30d SE | G | 45.6 | 6.9 | 162 | 44 | £48250 | |
| 3.0 auto xDrive40d SE | G | 45.6 | 5.6 | 164 | 47 | £50910 | |
| 3.0 auto M50d xDrive | I | 42.2 | 5.3 | 177 | 49 | £64020 | |
| 4.4 V8TT auto X5 M | M | 25.4 | 4.2 | 258 | 50 | £90170 | |
| M Sport: add £4700 to 30d SE or £4125 50i SE | | | | | | | |
| X6 - 4909x1989mm, EURO-NCAP N/A | | | | | | | |
| DRIVER POWER POS: N/A | | | | | | | |
| 3.0 auto M50d xDrive | H | 42.8 | 5.2 | 174 | 50 | £66920 | |
| 3.0 auto xDrive30d SE | G | 47.1 | 6.7 | 157 | 45 | £51150 | |
| 3.0 auto xDrive40d SE | G | 45.6 | 5.8 | 165 | 46 | £53810 | |
| 4.4 auto xDrive50i SE | K | 29.1 | 4.8 | 225 | 49 | £63065 | |
| 4.4 V8TT auto X6 M | M | 25.4 | 4.2 | 258 | 50 | £93070 | |
| Auto: add £1540 to 20d, 50i SE to 4700 30d SE | | | | | | | |
| XS - 4886x1938mm, EURO-NCAP N/A | | | | | | | |
| DRIVER POWER POS: N/A | | | | | | | |
| 4.4 auto xDrive50i SE | L | 27.2 | 5.0 | 242 | 49 | £60390 | |
| 2.0 auto xDrive25d SE | F | 50.4 | 8.2 | 149 | 42 | £24945 | |
| 2.0 auto xDrive25d SE | G | 48.7 | 8.2 | 154 | 42 | £45250 | |
| 3.0 auto xDrive30d SE | G | 45.6 | 6.9 | 162 | 44 | £48250 | |
| 3.0 auto xDrive40d SE | G | 45.6 | 5.6 | 164 | 47 | £50910 | |
| 3.0 auto M50d xDrive | I | 42.2 | 5.3 | 177 | 49 | £64020 | |
| 4.4 V8TT auto X5 M | M | 25.4 | 4.2 | 258 | 50 | £90170 | |
| M Sport: add £4700 to 30d SE or £4125 50i SE | | | | | | | |
| X6 - 4909x1989mm, EURO-NCAP N/A | | | | | | | |
| DRIVER POWER POS: N/A | | | | | | | |
| 3.0 auto M50d xDrive | H | 42.8 | 5.2 | 174 | 50 | £66920 | |
| 3.0 auto xDrive30d SE | G | 47.1 | 6.7 | 157 | 45 | £51150 | |
| 3.0 auto xDrive40d SE | G | 45.6 | 5.8 | 165 | 46 | £53810 | |
| 4.4 auto xDrive50i SE | K | 29.1 | 4.8 | 225 | 49 | £63065 | |
| 4.4 V8TT auto X6 M | M | 25.4 | 4.2 | 258 | 50 | £93070 | |
| Auto: add £1535 to 220i, £1545 to M50d, £1550 to diesels, Sport: add £1000 to SE, Convertible: add £1300-£1350 (not 218d) | | | | | | | |
| 2 Series - 4432x1774mm, EURO-NCAP N/A | | | | | | | |
| DRIVER POWER POS: N/A | | | | | | | |
| 2.0 220i Sport | F | 46.3 | 7.0 | 142 | 25 | £26195 | |
| 2.0 220i M Sport | F | 44.8 | 7.0 | 148 | 26 | £27545 | |
| 2.0 228i M Sport | G | 42.8 | 5.8 | 154 | 30 | £28410 | |
| 3.0 M235i | J | 34.9 | 5.0 | 188 | 39 | £43535 | |
| 2.0 218d SE | C | 65.7 | 8.9 | 110 | 21 | £24415 | |
| 2.0 218d SE | C | 62.8 | 8.9 | 111 | 21 | £26765 | |
| 2.0 220d Sport | E | 62.8 | 7.2 | 119 | 24 | £27015 | |
| 2.0 220d M Sport | E | 58.9 | 7.2 | 125 | 25 | £28365 | |
| 2.0 auto 225d M Sport | D | 60.1 | 6.3 | 123 | 25 | £33870 | |
| Auto: add £1535 to 220i, £1545 to M50d, £1550 to diesels, Sport: add £1000 to SE, Convertible: add £1300-£1350 (not 218d) | | | | | | | |
| 4 Series - 4638x1825mm, EURO-NCAP N/A | | | | | | | |
| DRIVER POWER POS: 19th | | | | | | | |
| 2.0 420d SE | F | 46.3 | 7.3 | 144 | 30 | £30125 | |
| 2.0 420d Luxury | F | 46.3 | 7.3 | 144 | 30 | £32625 | |
| 2.0 428i SE | G | 42.8 | 5.9 | 154 | 33 | £33520 | |
| 3.0 428i Luxury | G | 42.8 | 5.9 | 154 | 34 | £36020 | |
| 3.0 435i Luxury | I | 35.8 | 5.4 | 188 | 34 | £41725 | |
| 3.0 435i M Sport | I | 35.8 | 5.4 | 188 | 36 | £42365 | |
| 2.0 420d SE | D | 60.1 | 7.5 | 124 | 29 | £24945 | |
| 2.0 420d Luxury | D | 60.1 | 7.5 | 124 | 30 | £34995 | |
| 2.0 424d SE | E | 56.5 | 6.7 | 131 | 34 | £35450 | |
| 2.0 424d Luxury | E | 56.5 | 6.7 | 131 | 34 | £37930 | |
| 3.0 auto 430d Luxury | D | 57.6 | 5.5 | 129 | 40 | £40315 | |
| 3.0 auto 430d M Sport | D | 57.6 | 5.5 | 129 | 40 | £40945 | |
| 3.0 auto 435d xDrive Luxury | F | 52.3 | 4.7 | 143 | 41 | £45425 | |
| 3.0 auto 435d xDrive M Sport | F | 52.3 | 4.7 | 143 | 41 | £45745 | |
| 3.0 MTX | K | 32.1 | 4.3 | 204 | 42 | £57050 | |
| Auto: add £1515-£1360, xDrive: add £1535 to 420d, £1500 to 420d, 4 Series Gran Coupe: same price as 4 Series Coupe, 4 Series Convertible: add £2400-£2580 (not 420d, 430d, 435d), Sport: add £1000 to SE, Convertible: add £1300-£1350 (not 218d) | | | | | | | |

| | Eco band | MPG | 60mph | CO ₂ | Insurance group | List price |
|---|----------|-------|-------|-----------------|-----------------|------------|
| Z4 - 429-4244x1790mm, EURO-NCAP N/A | | | | | | |
| DRIVER POWER POS: N/A | | | | | | |
| 2.0 dDrive18i | G | 41.5 | 7.9 | 159 38 | £27740 | |
| 2.0 dDrive20i | G | 41.5 | 6.9 | 159 38 | £29840 | |
| 2.0 dDrive28i M Sport | G | 41.5 | 11.5 | 159 40 | £3790 | |
| 3.0 dDrive35i M Sport | K | 30.1 | 5.2 | 219 41 | £43005 | |
| 3.0 dCT dDrive35i | K | 31.4 | 4.8 | 210 43 | £45950 | |
| Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models | | | | | | |
| 6 Series - 4894x1894mm, EURO-NCAP N/A | | | | | | |
| DRIVER POWER POS: N/A | | | | | | |
| 3.0 auto 640i SE | I | 37.2 | 5.3 | 176 47 | £60630 | |
| 3.0 auto 640d SE | F | 52.3 | 5.3 | 143 48 | £62295 | |
| 4.4 V8 640i M Sport | K | 32.1 | 4.6 | 206 50 | £69790 | |
| 4.4 V8T DCT M6 | L | 28.5 | 4.2 | 231 50 | £92350 | |
| Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport | | | | | | |
| i8 - 4689x1942mm, EURO-NCAP N/A | | | | | | |
| DRIVER POWER POS: N/A | | | | | | |
| 1.5 TT eDrive auto i8 | A | 113.0 | 4.4 | 59 50 | £99895 | |
| CATERHAM | | | | | | |
| uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2 | | | | | | |
| Warranty: 1 year | | | | | | |
| Seven - 3100x3300x1270-1505mm, EURO-NCAP N/A | | | | | | |
| DRIVER POWER POS: N/A | | | | | | |
| 660ccT 160 | C | 57.6 | 6.5 | 114 N/A | £18995 | |
| 1.6 270 | | N/A | 5.0 | NA | £22995 | |
| 2.0 360 | | N/A | 4.8 | NA | £26995 | |
| 2.0 420 | | N/A | 3.8 | NA | £29995 | |
| 2.0 S/C 620R | | N/A | 2.8 | NA | £49995 | |
| 5 Pack: add £2995, R Pack: add £3995, 5V chassis: add £2500, DIY kit: £3000 less than factory build | | | | | | |
| CHEVROLET | | | | | | |
| www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: 2 | | | | | | |
| Warranty: 3 years/100000 miles | | | | | | |
| Camaro - 4837x1917mm, EURO-NCAP N/A | | | | | | |
| DRIVER POWER POS: N/A | | | | | | |
| 6.2 V8 Coupe | M | 20.0 | 5.2 | 329 48 | £35345 | |
| Auto: add £1500, Convertible: add £5000 | | | | | | |
| Corvette - 4493x1877mm, EURO-NCAP N/A | | | | | | |
| DRIVER POWER POS: N/A | | | | | | |
| 6.2 V8 Stingray Coupe | M | 23.5 | 3.8 | 279 50 | £65510 | |
| 6.2 V8 Stingray Convertible | M | 23.1 | 3.8 | 283 50 | £70070 | |
| CITROEN | | | | | | |
| www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196 | | | | | | |
| Warranty: 3 years/60000 miles | | | | | | |
| C-Zero - 3475x1475mm, EURO-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: N/A | | | | | | |
| 64hp auto C-Zero | A | N/A | 15.9 | 0 | £21216 | |
| C1 - 3466x1884mm, EURO-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 96th | | | | | | |
| 1.0 VTi (68) Touch 3dr | A | 68.9 | 14.3 | 95 6 | £8345 | |
| 1.0 VTi (68) Feel 3dr | A | 68.9 | 14.3 | 95 6 | £8995 | |
| 1.0 VTi (68) Hair 3dr | A | 68.9 | 14.3 | 95 7 | £10285 | |
| 1.0 VTi (68) S&S Hair 3dr | A | 74.3 | 14.3 | 88 7 | £10535 | |
| 1.2 PureTech (82) Hair 3dr | A | 65.7 | 11.8 | 99 11 | £10635 | |
| 1.0 VTi (68) ETG 3dr | A | 67.3 | 14.3 | 97 7 | £11815 | |
| 5dr: add £400 to Feel/Hair 3dr, Aircaps: add £160 to select models | | | | | | |
| C3 - 3941x1728mm, EURO-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 163rd | | | | | | |
| 1.0 PureTech (68) VT | A | 65.7 | 14.2 | 99 6 | £11075 | |
| 1.4 HDi (70) VT | A | 74.3 | 13.7 | 99 10 | £13220 | |
| 1.0 PureTech (68) VTR+ | B | 64.2 | 14.2 | 102 9 | £12495 | |
| 1.2 PureTech (82) VTR+ | A | 51.4 | 13.6 | 102 9 | £14135 | |
| 1.4 PureTech (82) ETG auto VTR+ | A | 74.3 | 13.7 | 99 7 | £14545 | |
| 1.4 HDi (70) VTR+ | A | 83.1 | 16.2 | 87 7 | £15210 | |
| 1.6 e-HDI (90) VTR+ | A | 76.3 | 12.5 | 95 18 | £15390 | |
| 1.2 PureTech (82) Selection | B | 62.8 | 14.2 | 107 12 | £13865 | |
| 1.6 e-HDI (90) Selection | A | 76.3 | 12.5 | 98 18 | £15740 | |
| 1.6 VTi (120) auto Exclusive | F | 42.8 | 10.9 | 150 19 | £16250 | |
| 1.2 PureTech (110) S&S Exclusive | B | 60.1 | 10.6 | 107 18 | £16460 | |
| 1.6 BlueHDi (100) Exclusive | A | 83.1 | 11.8 | 87 19 | £16790 | |
| 1.6 e-HDI (90) Exclusive | A | 76.3 | 12.5 | 98 18 | £16240 | |
| ETG6 auto: add £600 to e-HDI (90) Exclusive | | | | | | |
| DS 3 - 3946x2173x1717mm, EURO-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 67th | | | | | | |
| 1.2 PureTech (68) DSG | B | 62.8 | 14.2 | 104 9 | £12865 | |
| 1.2 PureTech (110) DStyle | B | 60.1 | 9.6 | 107 19 | £15630 | |
| 1.2 VTi (110) auto DStyle | F | 43.5 | 10.0 | 150 16 | £16630 | |
| 1.6 e-HDI (90) DStyle | A | 76.3 | 12.5 | 95 16 | £15820 | |
| 1.6 THP (165) DStyle Techno | D | 50.4 | 7.5 | 129 26 | £17500 | |
| 1.6 THP (165) DSport | D | 50.4 | 7.5 | 129 26 | £16900 | |
| 1.6 BlueHDi (120) DSport | A | 78.5 | 10.4 | 94 24 | £19320 | |
| 1.6 THP (165) Ultra Prestige | D | 50.4 | 7.5 | 129 27 | £22900 | |
| 1.6 BlueHDi (120) Ultra Prestige | A | 78.5 | 10.4 | 94 24 | £23220 | |
| Cabrio: add £2460 (selected models), DSire: £900 less than DSport | | | | | | |
| C4 - 4329x1789mm, EURO-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 98th | | | | | | |
| 1.2 PureTech (110) Touch | B | 60.1 | 10.9 | 110 16 | £14645 | |
| 1.6 BlueHDi (100) Touch | A | 78.5 | 11.5 | 95 20 | £16745 | |
| 1.6 BlueHDi (100) S&S Feel | A | 85.6 | 11.5 | 86 20 | £17545 | |
| 1.2 PureTech (130) S&S Feel | B | 58.9 | 10.8 | 110 19 | £18190 | |
| 1.6 BlueHDi (150) Flair | A | 78.5 | 10.6 | 95 25 | £19145 | |
| 2.0 BlueHDi (150) Flair | A | 74.3 | 8.8 | 98 29 | £20045 | |
| C4 Cactus - 4157x1729mm, EURO-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: N/A | | | | | | |
| 1.2 PureTech (75) Touch | B | 61.4 | 12.9 | 105 9 | £12990 | |

| | Eco band | MPG | 60mph | CO ₂ | Insurance group | List price |
|--|----------|------|-------|-----------------|-----------------|------------|
| DS 4 - 4275x1810mm, EURO-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 123rd | | | | | | |
| 1.6 e-HDI (115) DSign | C | 60.1 | 12.4 | 113 18 | £19425 | |
| 1.6 e-HDI (115) DStyle | C | 64.0 | 12.4 | 113 18 | £19275 | |
| 1.6 VTi (120) DSign | F | 46.0 | 12.2 | 144 14 | £17855 | |
| 1.6 THP (200) DSport | F | 44.0 | 8.5 | 149 31 | £23405 | |
| 1.6 THP (160) ETG6 DStyle | I | 44.0 | 9.9 | 178 22 | £17655 | |
| 1.6 VTi (120) DStyle | F | 46.0 | 12.2 | 144 15 | £19905 | |
| 1.6 e-HDI (92) ETG6 Feel | A | 80.7 | 11.4 | 92 16 | £16890 | |
| Flair: add £1400 to Feel | | | | | | |
| DS 5 - 4779x1860mm, EURO-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 112th | | | | | | |
| 1.6 HDi (115) VTR Techno Pack | D | 56.5 | 11.6 | 125 20 | £21670 | |
| 2.0 HDi (160) VTR+ Techno Pack | D | 57.6 | 9.1 | 129 25 | £24070 | |
| 2.0 HDi (160) Exclusive Techno | D | 57.6 | 9.1 | 129 25 | £25670 | |
| Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, DS Tourer: add £1100, VTR+: add £1200 to VTR | | | | | | |
| DS 7 - 4529x1871mm, EURO-NCAP N/A | | | | | | |
| DRIVER POWER POS: 106th | | | | | | |
| 1.6 BlueHDi (120) DSign | B | 64.2 | 12.2 | 102 21 | £23260 | |
| 1.6 e-HDI (115) ETG6 DStyle | C | 64.2 | 12.2 | 112 18 | £25890 | |
| 2.0 HDi (160) DStyle | D | 54.5 | 8.4 | 133 24 | £26895 | |
| 2.0 HDi auto Hybrid4 (200) DStyle | B | 68.9 | 8.3 | 107 27 | £31600 | |
| 2.0 HDi (200) DSport | G | 42.2 | 8.5 | 155 27 | £28920 | |
| 2.0 HDi (160) DSport | G | 55.4 | 8.5 | 133 24 | £28955 | |
| 1.6 BlueHDi (180) auto DSport | C | 64.2 | 9.2 | 118 30 | £31580 | |
| 2.0 HDi auto Hybrid4 (200) DSport | B | 68.9 | 8.3 | 102 28 | £33700 | |
| Auto: add £1505 to HDi (160), BlueHDi (180): add £1200 to Ambiance, Laureate Prime: add £500 to HELE | | | | | | |
| FERRARI | | | | | | |
| www.ferrari.com / Brochure: 01753 878 700 / Dealers: 13 | | | | | | |
| Warranty: 3 years/unlimited miles | | | | | | |
| California - 456x1920mm, EURO-NCAP N/A | | | | | | |
| DRIVER POWER POS: N/A | | | | | | |
| 3.8 V8 DCT California T | L | 26.9 | 3.6 | 250 50 | £155230 | |
| 458 - 4527x1937mm, EURO-NCAP N/A | | | | | | |
| DRIVER POWER POS: N/A | | | | | | |
| 4.5 V8 DCT 458 Italia | M | 21.0 | 3.4 | 307 50 | £178561 | |
| 4.5 V8 DCT 458 Spider | M | 24.0 | 3.4 | 275 50 | £19900 | |
| 4.5 V8 DCT 458 Speciale | M | 23.9 | 3.0 | 275 50 | £208100 | |
| 4.5 V8 DCT 458 Speciale A | M | 23.9 | 3.0 | 275 50 | £228682 | |
| HELE: add £984 to Italia/Spider | | | | | | |
| F12berlinetta - 4618x1942mm, EURO-NCAP N/A | | | | | | |
| DRIVER POWER POS: 91st | | | | | | |
| 1.6 16v (105) Access 2WD | G | 39.8 | 11.1 | 165 6 | £9495 | |
| 1.5 dCi (90) Ambiance 2WD | D | 56.5 | 11.8 | 130 10 | £11995 | |
| 1.5 dCi (110) Laureate 2WD | D | 56.5 | 11.8 | 130 11 | £13495 | |
| 4WD: add £2000, Laureate Prime: add £500 to Laureate | | | | | | |
| F12tdf - 4618x19 | | | | | | |



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- ▶ 17" alloy wheels
- ▶ Front Sports seats
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Official fuel consumption figures for the Audi A3 Cabriolet Sport 2.0 TDI 150PS manual in mpg (l/100km): Urban 54.3 (5.2), Extra Urban 74.3 (3.8), Combined 65.7 (4.3). CO₂ emissions: 113g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. *At the end of the agreement the vehicle and ownership rights will stay with Audi Finance. *Plus VAT and initial rental. Business users only. Based on the Audi A3 Cabriolet Sport 2.0 TDI 150PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £2,094.00 (plus VAT). 6.0p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 April 2015 and 30 June 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [June 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

| Eco band | MPG | 0-60mph | CO ₂ | Insurance group | List price | Eco band | MPG | 0-60mph | CO ₂ | Insurance group | List price |
|--|-----------------------------------|---------|-----------------|-----------------|------------|---|-----------------------------------|---------|-----------------|-----------------|------------|
| B-MAX - 4077x1751mm EURO-NCAP ★★★★ | | | | | | Jazz - 3900x1695mm EURO-NCAP ★★★★ | | | | | |
| DRIVER POWER POS: 12th | | | | | | DRIVER POWER POS: 84th | | | | | |
| 1.4 (90) Studio | E 47.1 13.8 139 7 £13095 | | | | | 1.2 i-VTEC S | D 53.0 12.5 123 13 £11695 | | | | |
| 1.4 (90) Zetec | E 47.1 13.8 139 7 £14895 | | | | | 1.2 i-VTEC SE | D 52.0 12.5 125 14 £13395 | | | | |
| 1.0 T (100) EcoBoost Zetec | C 55.4 13.2 119 9 £15495 | | | | | 1.3 iMA Hybrid auto HE | B 63.0 12.1 104 13 £17150 | | | | |
| 1.0 T (125) EcoBoost Zetec | C 57.7 11.2 114 12 £16095 | | | | | 1.3 iMA Hybrid auto HX | B 63.0 12.1 104 13 £17650 | | | | |
| 1.6 (105) Powershift Zetec | F 44.1 12.1 149 10 £16595 | | | | | 1.4 i-VTEC ES Plus | D 51.0 11.5 126 16 £14895 | | | | |
| 1.5 TDCi (75) Zetec | B 68.9 16.5 109 8 £16295 | | | | | 1.4 i-VTEC EX | D 50.0 11.8 129 16 £15995 | | | | |
| 1.6 TDCi (95) Zetec | B 70.6 13.9 130 11 £16795 | | | | | 1.4 i-VTEC SI | D 51.0 11.5 128 16 £14995 | | | | |
| Titanium: add £1400 to Zetec (not 1.4 (90), 1.5 TDCi), Titanium X: add £1200 to Titanium (not 1.0 T (100) EcoBoost) | | | | | | Auto: add £100 to 1.4, T-spec: add £95 to S, SE, ES, EX, EXL and iMA | | | | | |
| C-MAX - 4380x1828mm EURO-NCAP ★★★★ | | | | | | Civic - 4300x1770mm EURO-NCAP ★★★★ | | | | | |
| DRIVER POWER POS: 80th | | | | | | DRIVER POWER POS: 41st | | | | | |
| 1.6 Ti-VCT (105) Zetec | F 44.1 12.6 149 11 £17655 | | | | | 1.4 i-VTEC S | D 52.3 13.4 129 8 £15975 | | | | |
| 1.0 T EcoBoost (100) Zetec | C 55.4 12.6 117 10 £18150 | | | | | 1.8 i-VTEC S | E 48.7 9.1 137 16 £17635 | | | | |
| 1.0 T EcoBoost (125) Zetec | C 55.4 11.4 117 13 £18650 | | | | | 1.8 i-VTEC SE | F 46.3 9.1 145 16 £19565 | | | | |
| 1.6 TDCi (115) Zetec | C 62.8 11.3 117 16 £19150 | | | | | 1.8 i-VTEC SR | F 46.3 9.1 145 17 £22135 | | | | |
| 1.0 T EcoBoost (100) Titanium | C 55.4 12.6 117 10 £19650 | | | | | 1.8 i-VTEC Sport | F 46.3 9.1 145 17 £19615 | | | | |
| 1.0 T EcoBoost (125) Titanium | C 55.4 11.4 117 13 £20150 | | | | | 1.6 i-DTEC S | A 78.5 10.5 94 18 £18775 | | | | |
| 1.6 EcoBoost (150) Titanium | F 45.6 9.4 144 19 £20855 | | | | | 1.6 i-DTEC SE | A 78.5 10.5 94 18 £20570 | | | | |
| 1.6 TDCi (140) Titanium | C 62.8 11.3 117 16 £20650 | | | | | 1.6 i-DTEC Sport | A 76.3 10.5 98 18 £20820 | | | | |
| 2.0 TDCi (140) Titanium | D 57.7 9.6 125 20 £21725 | | | | | 1.6 i-DTEC SR | A 78.5 10.5 94 18 £21240 | | | | |
| 1.6 T EcoBoost (182) Titanium X | F 45.6 8.5 144 19 £23605 | | | | | 2.0 iVTEC Type R | N/A 5.7 N/A N/A £29995 | | | | |
| 2.0 TDCi (163) Titanium X | D 57.7 8.6 129 20 £25620 | | | | | 2.0 iVTEC Type R GT | N/A 5.7 N/A N/A £32295 | | | | |
| 2.0 TDCi (140) Zetec | E 55.4 10.1 134 20 £21950 | | | | | Auto: add £1400 to 1.8 i-VTEC, SE Plus: add £1900 to S, EX Plus: add £1800 to 1.8 i-VTEC SR, EX2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R) | | | | | |
| Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium | | | | | | Accord - 4725x1840mm EURO-NCAP ★★★★ | | | | | |
| Grand C-MAX - 4520x1828mm EURO-NCAP ★★★★ | | | | | | DRIVER POWER POS: 80th | | | | | |
| DRIVER POWER POS: 80th | | | | | | 2.0 iVTEC ES | G 41.0 9.4 159 23 £23200 | | | | |
| 1.6 Ti-VCT (105) Zetec | F 44.1 12.6 149 11 £19245 | | | | | 2.0 iVTEC EX | G 40.0 9.9 162 24 £26580 | | | | |
| 1.0 T EcoBoost (100) Zetec | C 55.4 12.6 117 10 £19745 | | | | | 2.2 i-DTEC ES | E 53.0 9.4 138 24 £25400 | | | | |
| 1.0 T EcoBoost (125) Zetec | C 55.4 11.4 117 13 £20245 | | | | | 2.2 i-DTEC EX | F 52.0 9.5 141 25 £26795 | | | | |
| 1.6 TDCi (115) Zetec | C 62.8 11.3 117 16 £20745 | | | | | 2.2 i-DTEC Type S | F 50.0 8.8 147 28 £31435 | | | | |
| 1.0 T EcoBoost (100) Titanium | C 55.4 12.6 117 10 £21045 | | | | | 2.4 i-DTEC EX | J 33.0 8.1 199 26 £27885 | | | | |
| 1.0 T EcoBoost (125) Titanium | C 55.4 11.4 117 13 £21545 | | | | | Auto: add £1610 to 2.0 i-VTEC, £1550 to 2.4 i-VTEC, 2.2 i-DTEC (not Type S), Tourer: add £1385-£1575, EX GT: add £920 to ES spec | | | | | |
| 1.6 TDCi (115) Titanium | F 45.6 9.4 149 19 £22250 | | | | | | | | | | |
| 2.0 TDCi (140) Titanium | D 57.7 9.6 125 20 £23120 | | | | | CR-V - 4570x1820mm EURO-NCAP ★★★★ | | | | | |
| 1.6 EcoBoost (182) Titanium X | F 45.6 8.5 144 19 £24995 | | | | | DRIVER POWER POS: 21st | | | | | |
| 2.0 TDCi (163) Titanium X | D 57.7 8.6 129 20 £25620 | | | | | 2.0 i-VTEC S 2WD | H 39.2 10.0 168 24 £22340 | | | | |
| 2.0 TDCi (140) Zetec | E 55.4 10.1 134 20 £21950 | | | | | 2.0 i-VTEC SE 4WD | H 38.2 10.2 173 24 £25610 | | | | |
| Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium | | | | | | 2.0 i-VTEC EX 4WD | I 37.2 10.2 177 25 £28590 | | | | |
| S-MAX (NEW) - EURO-NCAP N/A | | | | | | 2.0 i-VTEC SR 4WD | C 64.2 11.2 115 24 £24000 | | | | |
| DRIVER POWER POS: N/A | | | | | | 2.0 i-VTEC EX 4WD | I 37.2 10.2 177 25 £30435 | | | | |
| 1.5 EcoBoost (160) Zetec | F 43.5 9.9 149 N/A £24545 | | | | | 1.6 i-DTEC (120) 5 ZWD | C 64.2 11.2 115 24 £24000 | | | | |
| 2.0 TDCi (120) Zetec | D 56.5 13.2 129 N/A £25245 | | | | | 1.6 i-DTEC (120) SR 2WD | C 62.8 11.2 119 25 £26495 | | | | |
| 2.0 TDCi (150) Zetec | D 56.5 10.8 129 N/A £25995 | | | | | 1.6 i-DTEC (160) SE 4WD | D 57.7 9.6 129 24 £2570 | | | | |
| 1.5 EcoBoost (160) Titanium | F 43.5 9.9 149 N/A £26245 | | | | | 1.6 i-DTEC (160) SR 4WD | E 55.4 9.8 133 24 £30625 | | | | |
| 2.0 TDCi (150) Titanium | D 56.5 10.8 129 N/A £27695 | | | | | 1.6 i-DTEC (160) EX 4WD | E 55.4 9.9 133 25 £32470 | | | | |
| 2.0 TDCi (180) Titanium | D 56.5 9.8 129 N/A £28445 | | | | | Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE: add £2170 to 1.6 i-DTEC (210) S | | | | | |
| 2.0 EcoBoost (240) auto Titanium | I 35.8 8.4 180 N/A £31300 | | | | | HYUNDAI | | | | | |
| 2.0 TDCi (210) aut Titanium Sport | F 51.4 8.8 144 N/A £32260 | | | | | www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162 | | | | | |
| 2.0 TDCi (180) auto 4WD TFSI | F 48.7 10.5 149 N/A £32945 | | | | | Warranty: 5 years/unlimited miles | | | | | |
| Auto: add £1500 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Sport: add £1490 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £1300 to Titanium (not 1.5 EcoBoost) | | | | | | 1.0 S | B 60.1 14.9 108 1 £8595 | | | | |
| Galaxy (NEW) - EURO-NCAP N/A | | | | | | 1.0 SE | B 60.1 14.9 108 1 £9260 | | | | |
| DRIVER POWER POS: N/A | | | | | | 1.0 SE | B 60.1 14.9 108 1 £9660 | | | | |
| 1.5 EcoBoost (160) Zetec | F 43.5 10.0 149 N/A £26445 | | | | | 1.0 SE Blue Drive | A 65.7 15.1 98 1 £9910 | | | | |
| 2.0 TDCi (120) Zetec | D 56.5 13.6 129 N/A £27595 | | | | | 1.0 Premium | B 60.1 14.9 108 1 £10360 | | | | |
| 2.0 TDCi (150) Zetec | D 56.5 10.9 129 N/A £28345 | | | | | 1.2 Premium | C 57.6 12.3 114 4 £10860 | | | | |
| 1.5 EcoBoost (160) Titanium | F 43.5 10.0 149 N/A £28595 | | | | | Auto: add £655 to 1.2 Premium, £6 SE: add £1135 to 1.2 Premium | | | | | |
| 2.0 TDCi (150) Titanium | D 56.5 10.9 129 N/A £29995 | | | | | | | | | | |
| 2.0 TDCi (180) Titanium | D 56.5 9.8 129 N/A £30795 | | | | | I20 - 4035x1734mm EURO-NCAP ★★★★ | | | | | |
| 2.0 E'Boost (240) auto Titanium X | I 50.0 8.6 180 N/A £35205 | | | | | DRIVER POWER POS: N/A | | | | | |
| 2.0 TDCi (210) auto Titanium X | F 51.4 8.9 144 N/A £36145 | | | | | 1.2 (75) S 5dr | C 58.9 13.6 112 5 £10695 | | | | |
| Auto: add £1500 to 2.0 TDCi (not 120), 4WD: add £1550 to 2.0 TDCi Limited and 3.2 TDCi Wildtrak, Limited: add £600 to Limited | | | | | | 1.1 CRD (75) S 5dr | A 88.3 16.0 84 6 £12445 | | | | |
| EcoSport - 4010x1838mm EURO-NCAP N/A | | | | | | 1.2 (84) SE 5dr | C 55.4 13.1 119 6 £12725 | | | | |
| DRIVER POWER POS: N/A | | | | | | 1.4 (100) SE 5dr | D 51.4 11.6 127 10 £13325 | | | | |
| 1.5 (112) Titanium | F 44.8 13.3 149 10 £14995 | | | | | 1.1 CRD (75) SE 5dr | B 70.6 16.0 103 6 £14225 | | | | |
| 1.0 T EcoBoost (125) Titanium | D 53.3 12.7 125 11 £15995 | | | | | 1.4 CRD (90) SE 5dr | B 78.9 12.1 106 10 £14725 | | | | |
| 1.5 TDCi (91) Titanium | C 61.4 14.0 120 9 £16495 | | | | | 1.4 CRD (90) Premium Sdr | C 55.4 13.1 119 6 £1325 | | | | |
| Auto: add £1500 to 1.5 (112), X Pack: add £1000 to Titanium | | | | | | 1.4 CRD (100) Premium Sdr | D 51.4 11.6 127 10 £15325 | | | | |
| Ranger - 5359x1850mm EURO-NCAP ★★★★ | | | | | | 1.4 CRD (100) Premium Sdr | B 68.9 12.1 106 12 £15725 | | | | |
| DRIVER POWER POS: N/A | | | | | | Auto: add £900 to 1.4 (100), 5 Air: add £750 to S, Premium SE: add £1000 to Premium, 120 Coupe: same price as 120 Sdr Premium (1.2 SE and 1.4 CRD (90) only) | | | | | |
| 2.2 TDG (120) Double Cab | J 37.2 14.9 199 13 £22959 | | | | | I30 - 4300x1780mm EURO-NCAP ★★★★ | | | | | |
| 2.2 TDG (150) Double Cab XL | K 36.2 12.3 206 11 £23449 | | | | | DRIVER POWER POS: N/A | | | | | |
| 2.2 TDG (150) Double Cab XLT | K 36.2 12.3 206 11 £25449 | | | | | 1.4 (100) S 5dr | E 47.1 13.2 138 N/A £11515 | | | | |
| 2.2 TDG (150) Double Cab Limited | M 36.2 12.3 206 12 £27749 | | | | | 1.4 (100) SE 5dr | E 47.1 13.2 138 N/A £11495 | | | | |
| 3.2 TDG (200) Double Cab Limited | M 29.1 10.3 256 12 £28849 | | | | | 1.4 (100) S 5dr | E 47.1 13.2 138 N/A £ | | | | |

| | Eco band | MPG | 60mph | CO ₂ | Insurance group | List price |
|---|----------|------|-------|-----------------|-----------------|------------|
| 1.6 GDI 2WD S | G | 41.5 | 11.1 | 158 | 18 | £17000 |
| 1.7 CRDI 2WD S | E | 53.3 | 12.4 | 139 | 16 | £18500 |
| 1.6 GDI 2WD SE | G | 41.5 | 11.1 | 158 | 18 | £18600 |
| 1.7 CRDI 2WD SE | E | 53.3 | 12.4 | 139 | 16 | £20100 |
| 2.0 CRDI 4WD SE | F | 49.6 | 11.3 | 145 | 21 | £23000 |
| 1.7 CRDI 2WD Premium | F | 50.4 | 12.4 | 147 | 17 | £22850 |
| 2.0 CRDI 4WD Premium | F | 49.6 | 11.3 | 149 | 21 | £25950 |
| 100kW Fuel Cell EV | A | N/A | 12.5 | 0 | N/A | £53105 |
| Auto: add £1465 to 2.0 CRDI, ISG: add £180 to 1.6 GDI, Premium Panorama: add £800 to Premium | | | | | | |
| Santa Fe - 4690x1800mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 2.2 CRDI Style 2WD 5-seat | G | 47.9 | 9.4 | 155 | 18 | £27800 |
| 2.2 CRDI Style 4WD 5-seat | G | 46.3 | 9.8 | 159 | 19 | £29000 |
| 2.2 CRDI Premium 4WD 5-seat | G | 46.3 | 9.8 | 159 | 19 | £30020 |
| 2.2 CRDI Premium SE 4WD 7-seat | G | 46.3 | 9.8 | 159 | 20 | £33720 |
| Auto: add £1705 to 4WD models, Seven seats: add £1200 | | | | | | |
| Genesis - 4990x1890mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 3.8 V6 GDI Genesis | M | 25.2 | 6.5 | 261 | 42 | £47995 |
| INFINITI | | | | | | |
| www.infiniti.co.uk / Dealers: 10 Warranty: 3 years/60000 miles | | | | | | |
| Q50 - 4790x1800x1820mm, Euro-NCAP ★★★★ DRIVER POWER POS: N/A | | | | | | |
| 2.2d Q50 SE | C | 64.2 | 8.5 | 114 | 39 | £27950 |
| 2.2d Q50 Premium | C | 64.2 | 8.5 | 114 | 40 | £30350 |
| 2.2d Q50 Sport | C | 64.2 | 8.5 | 114 | 40 | £32720 |
| 3.5 V6 auto Q50 Hybrid | F | 45.6 | 5.1 | 144 | 42 | £40005 |
| 3.5 V6 auto Q50 Hybrid AWD | G | 41.5 | 5.4 | 159 | 42 | £41630 |
| Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £120 to Premium | | | | | | |
| Q60 - 4655-4780x1770-1850mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 3.7 V6 auto Q60 Conv GT Prem | M | 24.8 | 6.4 | 264 | 48 | £45730 |
| 3.7 V6 auto Q60 Coupe GT | L | 26.9 | 5.9 | 246 | 45 | £36780 |
| 3.7 V6 auto Q60 Coupe S | L | 26.9 | 5.9 | 246 | 45 | £38670 |
| 3.7 V6 auto Q60 Coupe S Pre | L | 26.9 | 5.9 | 246 | 45 | £41860 |
| Q70 - 4954x1845mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 3.5 V6 auto Q70 Premium Hybrid | F | 45.6 | 5.3 | 145 | 43 | £42500 |
| 2.2d auto Q70 Premium | D | 57.6 | 8.9 | 129 | 35 | £32650 |
| 2.2d auto Q70 Sport | D | 57.6 | 8.9 | 129 | 35 | £35850 |
| 3.7 V6 auto Q70 Sport Tech | L | 27.7 | 6.2 | 235 | 42 | £44100 |
| Tech spec: add £4100 to Premium, £2350 to Sport | | | | | | |
| QX50 - 4635-4645x1800mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 3.0d V6 auto QX50 | K | 33.2 | 7.9 | 224 | 46 | £44888 |
| 3.0d V6 auto QX50 GT | K | 33.2 | 7.9 | 224 | 46 | £38963 |
| 3.7 V6 auto QX50 GT | M | 25.0 | 6.4 | 265 | 46 | £38449 |
| Premium spec: add £3598 to GT models | | | | | | |
| QX70 - 4865x1925mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 3.0d V6 auto QX70 GT | K | 32.8 | 8.3 | 225 | 47 | £42370 |
| 3.0d V6 auto QX70 S | K | 32.8 | 8.3 | 225 | 47 | £4470 |
| 3.7 V6 auto QX70 GT | M | 23.0 | 6.8 | 282 | 50 | £42525 |
| 3.7 V6 auto QX70 S | M | 23.0 | 6.8 | 282 | 47 | £46425 |
| 5.0 V8 auto QX70 Premium | M | 22.0 | 5.8 | 307 | 50 | £54025 |
| Premium spec: add £4450 to GT and S models | | | | | | |
| UX | | | | | | |
| www.toyota.co.uk / Brochure: 08466 626 640 / Dealers: 97 Warranty: 5 years/125000 miles | | | | | | |
| D-Max - 5295x1860mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 2.5 D Eiger Double Cab | J | 38.7 | N/A | 194 | 9 | £3042 |
| 2.5 Yukon Double Cab | J | 38.7 | N/A | 194 | 9 | £4242 |
| 2.5 Blade Double Cab | J | 38.7 | N/A | 194 | 9 | £29938 |
| 2.5 Utah Double Cab | J | 38.7 | N/A | 194 | 9 | £26043 |
| Auto: add £1200 to Yukon, Utah | | | | | | |
| JAGUAR | | | | | | |
| www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97 Warranty: 3 years/unlimited miles | | | | | | |
| XE - 4672x1850mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 2.0d 163 SE | A | 75.0 | 7.9 | 99 | 22 | £29775 |
| 2.0d 163 R-Sport | A | 75.0 | 7.9 | 99 | 24 | £32325 |
| 2.0d 163 Portfolio | A | 75.0 | 7.9 | 99 | 24 | £32975 |
| 2.0d 180 SE | B | 67.3 | 7.4 | 109 | 25 | £30275 |
| 2.0d 180 R-Sport | B | 67.3 | 7.4 | 109 | 27 | £3025 |
| 2.0d 180 Portfolio | B | 67.3 | 7.4 | 109 | 27 | £33675 |
| 2.0 (200) auto SE | I | 37.7 | 7.1 | 179 | 24 | £26995 |
| 2.0 (200) auto R-Sport | I | 37.7 | 7.1 | 179 | 27 | £25975 |
| 2.0 (240) auto R-Sport | I | 37.7 | 7.1 | 179 | 29 | £30395 |
| 2.0 (240) auto Portfolio | I | 37.7 | 6.5 | 179 | 29 | £37345 |
| 3.0 V6 S/C (380) auto S | J | 34.9 | 5.0 | 194 | 35 | £44870 |
| Auto: add £1750 to 2.0d, Prestige: add £1000 to SE | | | | | | |
| XF (NEW) - 4954x1987mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 2.0d 163 Prestige | B | 71.7 | 8.2 | 104 | N/A | £32300 |
| 2.0d 163 R-Sport | B | 71.7 | 8.2 | 104 | N/A | £34200 |
| 2.0d 163 Portfolio | C | 65.7 | 7.5 | 114 | N/A | £36400 |
| 2.0d 180 R-Sport | C | 65.7 | 7.5 | 114 | N/A | £35100 |
| 2.0d 180 Portfolio | C | 65.7 | 7.5 | 114 | N/A | £37300 |
| 3.0 V6 S/C (380) auto S | F | 51.4 | 5.8 | 144 | N/A | £49950 |
| Auto: add £1750 | | | | | | |
| XJ - 5122-5247x1894mm, Euro-NCAP N/A DRIVER POWER POS: 7th | | | | | | |
| 3.0d V6 auto Luxury | I | 40.0 | 6.4 | 184 | 48 | £56870 |

| | Eco band | MPG | 60mph | CO ₂ | Insurance group | List price |
|---|----------|------|-------|-----------------|-----------------|------------|
| 3.0d V6 auto Portfolio | I | 40.0 | 6.4 | 184 | 49 | £67870 |
| 3.0d V6 auto Premium Luxury | I | 40.0 | 6.4 | 184 | 48 | £60670 |
| 3.0d V6 S/C auto Portfolio | L | 30.0 | 5.7 | 224 | 49 | £73450 |
| 3.0d V6 S/C auto Premium Luxury | L | 30.0 | 5.7 | 224 | 49 | £65995 |
| 5.0 V8 S/C auto LWB Supersport | L | 30.0 | 5.7 | 224 | 50 | £95895 |
| 5.0 V8 S/C auto XJR | L | 24.4 | 4.4 | 270 | 50 | £92395 |
| Long wheelbase: add £3110 (not XJR) | | | | | | |
| F-Type - 4470x1923mm, Euro-NCAP N/A DRIVER POWER POS: 38th | | | | | | |
| 3.0d V6 S/C (340) Coupe | L | 28.8 | 5.5 | 234 | 50 | £51250 |
| 3.0d V6 S/C (380) Coupe | L | 28.8 | 5.5 | 234 | 50 | £60250 |
| 5.0d V8 S/C auto R Coupe | L | 26.4 | 4.0 | 255 | 50 | £86800 |
| Auto: add £1800 to V6, 4WD: add £850 to V6 S and V8 R, Convertible: add £485 to all models | | | | | | |
| JEEP | | | | | | |
| www.jeep.co.uk / Brochure: 0800 04265337 / Dealers: 73 Warranty: 3 years/60000 miles | | | | | | |
| Renegade - 4236x1805mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 1.6 eTorq (110) Sport | F | 47.1 | 11.8 | 141 | 8 | £16995 |
| 1.6 eTorq (110) Longitude | F | 47.1 | 11.8 | 141 | 9 | £18595 |
| 1.6 MultiJet (120) Sport | C | 61.4 | 10.2 | 120 | 13 | £18695 |
| 1.6 MultiJet (140) Longitude | E | 47.1 | 10.9 | 140 | 13 | £19795 |
| 1.6 MultiJet (120) Longitude | C | 61.4 | 10.2 | 120 | 13 | £20295 |
| 2.0 MultiJet (140) 4WD Longitude | C | 55.4 | 9.5 | 134 | 15 | £22795 |
| 2.0 MultiJet (170) 4WD LWB Low Ltd | G | 48.7 | 8.9 | 151 | 27 | £65995 |
| 2.0 MultiJet (170) 4WD Trailhawk G | G | 48.7 | 8.9 | 151 | 15 | £27995 |
| Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude | | | | | | |
| Wrangler - 4223x1873mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 2.8 CRD auto Sahara 2dr | K | 34.9 | 10.6 | 213 | 24 | £29010 |
| 2.8 CRD auto Overland 2dr | K | 34.9 | 10.6 | 213 | 25 | £31160 |
| 2.8 CRD auto Sahara 4dr | K | 34.0 | 10.7 | 217 | 24 | £30680 |
| 2.8 CRD auto Overland 4dr | K | 34.0 | 10.7 | 217 | 25 | £32830 |
| Wrangler Special Order programme: prices from £29025-£33445 | | | | | | |
| Cherokee - 4623x1859mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 2.0 MultiJet (140) Longitude | E | 53.3 | 10.9 | 139 | 26 | £25495 |
| 2.0 MultiJet (140) Longitude 4x4 | F | 50.4 | 10.2 | 147 | 26 | £27495 |
| 2.0 MultiJet (170) L'td 4x4 auto | G | 48.7 | 8.9 | 154 | 27 | £29995 |
| 3.2 V6 Trailhawk 4x4 auto | K | 29.4 | 8.4 | 223 | 35 | £34245 |
| Longitude Plus: add £2000, Limited: add £5700 | | | | | | |
| Grand Cherokee - 4822x1943mm, Euro-NCAP N/A DRIVER POWER POS: 35th | | | | | | |
| 3.0 CRD V6 auto Laredo | J | 37.7 | 10.2 | 198 | 36 | £37705 |
| 3.0 CRD V6 auto Limited | J | 37.7 | 8.2 | 198 | 40 | £39705 |
| 3.0 CRD V6 auto Limited+ | J | 37.7 | 8.2 | 198 | 41 | £42705 |
| 3.0 CRD V6 auto Overland | J | 37.7 | 8.2 | 198 | 41 | £46405 |
| 3.0 CRD V6 auto Summit | J | 37.7 | 8.2 | 198 | 43 | £50205 |
| 6.4 V8 HEMI auto SRT8 | M | 20.2 | 5.0 | 327 | 50 | £67020 |
| KIA | | | | | | |
| www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170 Warranty: 7 years/100000 miles | | | | | | |
| Picanto - 3595x1595mm, Euro-NCAP ★★★★ DRIVER POWER POS: 125th | | | | | | |
| 1.0 13dr | A | 67.3 | 13.9 | 99 | 3 | £8345 |
| 1.0 2dr | A | 67.3 | 13.9 | 99 | 5 | £10145 |
| 1.25 2ISG 5dr | A | 65.7 | 11.0 | 100 | 9 | £10745 |
| 1.25 5dr | B | 62.8 | 11.0 | 106 | 10 | £11745 |
| 1.25 4dr | B | 62.8 | 11.0 | 106 | 10 | £12295 |
| Auto: add £600 to Picanto 2, 3, White and Quantum, 5dr: add £200 to Picanto 1, SR: add £1500 to Picanto 1 | | | | | | |
| KIA | | | | | | |
| www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170 Warranty: 7 years/100000 miles | | | | | | |
| Rio - 4045x1720mm, Euro-NCAP ★★★★ DRIVER POWER POS: 59th | | | | | | |
| 1.0 13dr | A | 85.6 | 16.1 | 86 | 2 | £12245 |
| 1.1 CRDI 15d Sdr | A | 78.5 | 15.9 | 94 | 2 | £14145 |
| 1.25 15d Sdr | C | 56.5 | 12.6 | 115 | 13 | £10945 |
| 1.25 5dr | C | 56.5 | 12.6 | 115 | 3 | £12845 |
| 1.4 ISG 2 Sdr | C | 56.5 | 11.0 | 114 | 7 | £13645 |
| 1.4 ISG 3 Sdr | C | 56.5 | 11.0 | 114 | 7 | £15045 |
| 1.4 CRDI 2 Sdr | C | 74.3 | 13.4 | 98 | 6 | £14745 |
| 1.4 CRDI 3 Sdr | C | 74.3 | 13.4 | 98 | 7 | |

| | Eco band | MPG | 60mph | CO ₂ | Insurance group | List price |
|---|----------|------|-------|-----------------|-----------------|----------------|
| 3.0 auto GL 350 CDI AMG Sport | K | 35.3 | 7.9 | 209 | 49 | £60750 |
| 5.5 V8T auto GL 63 AMG | M | 23.0 | 4.9 | 288 | 50 | £93350 |
| G-Class - 4763x1855mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 3.0 auto G 350 BlueTEC | M | 25.2 | 9.1 | 295 | 50 | £64635 |
| 5.5 V8T auto G 63 AMG | M | 20.5 | 5.4 | 322 | 50 | £129655 |
| C-Class Coupe - 4590x1770mm, Euro-NCAP ★★★★★ DRIVER POWER POS: 121st | | | | | | |
| 1.8 C 180 AMG Sport Edition | F | 44.1 | 8.5 | 149 | 32 | £29965 |
| 2.2 C 220 CDI Executive SE | B | 68.9 | 8.4 | 109 | 34 | £31130 |
| 2.2 C 220 CDI AMG Sport Edition | E | 68.9 | 8.4 | 109 | 38 | £32460 |
| 2.2 C 250 CDI AMG Sport Edition | F | 52.3 | 7.0 | 143 | 38 | £33515 |
| 6.3 V8 auto C 63 AMG Edition 507 | M | 23.5 | 4.2 | 280 | 50 | £68495 |
| Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD | | | | | | |
| E-Class Coupe - 4598x1786mm, Euro-NCAP N/A DRIVER POWER POS: 61st | | | | | | |
| 2.1 auto E 200 AMG Line | E | 47.1 | 7.8 | 140 | 41 | £38420 |
| 2.1 auto E 220 BlueTEC AMG Line | D | 57.7 | 8.3 | 129 | 40 | £39110 |
| 2.1 auto E 220 BlueTEC SE | L | 60.1 | 8.3 | 122 | 40 | £36615 |
| 3.0 auto E 250 CDI AMG Line | D | 57.7 | 7.3 | 129 | 44 | £40730 |
| 2.0 auto E 350 BlueTEC AMG Line | E | 54.3 | 6.2 | 136 | 47 | £42425 |
| 3.0 auto E 400 AMG Line | G | 40.9 | 5.2 | 161 | 46 | £46110 |
| E-Class Cabriolet: add £370-£3500 | | | | | | |
| S-Class Coupe - 4598x1786mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 4.6 auto S 500 AMG Line | K | 49.6 | 4.6 | 219 | 50 | £61910 |
| 5.5 V8T auto S 63 AMG | L | 47.1 | 4.2 | 237 | 50 | £125595 |
| 6.0 V12T auto S 65 AMG | M | 37.2 | 4.1 | 279 | 50 | £183065 |
| SLK-Class - 4134x1810mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 1.8 SLK 200 AMG Sport | G | 41.5 | 7.3 | 158 | 41 | £34750 |
| 1.8 SLK 250 AMG Sport | H | 42.8 | 6.6 | 169 | 42 | £38705 |
| 2.2 auto SLK 250 CDI | E | 56.5 | 6.7 | 142 | 42 | £31350 |
| 2.2 auto SLK 250 CDI AMG Sport | E | 56.5 | 6.7 | 142 | 42 | £37150 |
| 3.5 auto SLK 350 AMG Sport | H | 58.9 | 5.6 | 167 | 45 | £46405 |
| 5.5 V8 SLK 55 AMG | J | 33.6 | 4.6 | 195 | 50 | £5345 |
| Auto: add £1520 to SLK 200, add £1410 to SLK 250 | | | | | | |
| SL-Class - 4617x1877mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 3.0 V6T auto SL 400 AMG Sport | I | 36.7 | 5.2 | 178 | 50 | £72500 |
| 4.7 auto SL 500 AMG Sport | K | 30.7 | 4.6 | 212 | 50 | £81915 |
| 5.5 V8T auto SL 63 AMG | L | 28.5 | 4.3 | 231 | 50 | £125150 |
| 6.0 V12T auto SL 65 AMG | M | 24.4 | 4.0 | 270 | 50 | £170815 |
| AMG GT - 4546x1939mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 4.0 V8T (462) DCT AMG GT | K | 30.4 | 4.0 | 216 | 50 | £97195 |
| 4.0 V8T (510) DCT AMG GT | K | 30.1 | 3.8 | 219 | 50 | £110495 |
| MG www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46 Warranty: 3 years/60000 miles | | | | | | |
| MG3 - 4018x1729mm, Euro-NCAP ★★★ DRIVER POWER POS: 10th | | | | | | |
| 1.5 (106) 3 Time | E | 48.7 | 10.4 | 136 | 4 | £8399 |
| 1.5 (106) 3 Form | E | 48.7 | 10.4 | 136 | 4 | £8299 |
| 1.5 (106) 3 Sport | E | 48.7 | 10.4 | 136 | 4 | £9549 |
| 1.5 (106) 3 Style | E | 48.7 | 10.4 | 136 | 4 | £9999 |
| MG6 - 4651x1827mm, Euro-NCAP N/A DRIVER POWER POS: 28th | | | | | | |
| 1.9 DTI-TECH 5 Sdr | C | 61.4 | 8.4 | 119 | N/A | £13995 |
| 1.9 DTI-TECH 5 Tdr | C | 61.4 | 8.4 | 119 | N/A | £16195 |
| 1.9 DTI-TECH 5 Ldr | C | 61.4 | 8.4 | 119 | N/A | £17995 |
| MINI www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148 Warranty: 3 years/unlimited miles | | | | | | |
| MINI - 3821x3850x1727mm, Euro-NCAP ★★★ DRIVER POWER POS: 9th | | | | | | |
| 1.2T One | B | 61.4 | 9.9 | 108 | 20 | £13750 |
| 1.2 One D | A | 83.1 | 11.0 | 89 | 20 | £14890 |
| 1.5T Cooper | B | 52.0 | 7.5 | 109 | 20 | £15300 |
| 1.5 Cooper D | A | 74.0 | 9.2 | 97 | 17 | £16450 |
| 2.0T Cooper S | E | 49.0 | 6.8 | 133 | 28 | £18655 |
| 2.0 Cooper SD | B | 68.9 | 7.4 | 106 | 23 | £19450 |
| 2.0T John Cooper Works | G | 42.2 | 6.3 | 155 | N/A | £23050 |
| Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, add £1330 to JCW, Sdr: add £600 (not One/One D/JCW) | | | | | | |
| Convertible - 3723x1683mm, Euro-NCAP ★★★★★ DRIVER POWER POS: 145th | | | | | | |
| 1.6 Cooper | E | 49.6 | 11.1 | 133 | 18 | £17850 |
| 1.6 Cooper D | B | 70.6 | 10.3 | 159 | 19 | £18910 |
| 1.6T Cooper S | E | 47.1 | 9.7 | 139 | 32 | £21050 |
| 1.6T John Cooper Works | H | 41.5 | 6.9 | 169 | 36 | £25295 |
| 1.6 One | E | 49.6 | 11.3 | 133 | 14 | £16420 |
| 2.0 Cooper SD | C | 62.8 | 8.7 | 118 | 23 | £21730 |
| Paceman - 4110x1789mm, Euro-NCAP N/A DRIVER POWER POS: N/A | | | | | | |
| 1.6 Cooper | E | 47.1 | 10.4 | 140 | 16 | £18980 |
| 1.6 Cooper D | C | 64.2 | 10.8 | 115 | 15 | £20210 |
| 1.6T Cooper S | F | 46.3 | 7.5 | 143 | 30 | £22350 |
| 2.0 Cooper SD | D | 61.4 | 9.2 | 122 | 20 | £20370 |
| 1.6T John Cooper Works | H | 38.2 | 6.9 | 172 | 33 | £29440 |
| Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1255 to Cooper S or £1220 to Cooper SD | | | | | | |
| Countryman - 4097x1789mm, Euro-NCAP ★★★★★ DRIVER POWER POS: 113th | | | | | | |
| 1.6 Cooper | E | 47.1 | 10.4 | 140 | 16 | £18980 |
| 1.6 Cooper D | C | 64.2 | 10.8 | 115 | 15 | £20210 |
| 1.6T Cooper S | F | 46.3 | 7.5 | 143 | 30 | £22350 |
| 2.0 Cooper SD | D | 61.4 | 9.2 | 122 | 20 | £20370 |
| 1.6T John Cooper Works | H | 38.2 | 6.9 | 172 | 33 | £29440 |
| Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1255 to Cooper S or £1220 to Cooper SD | | | | | | |

| | Eco band | MPG | 60mph | CO ₂ | Insurance group | List price |
|--|----------|---------|-------|-----------------|-----------------|---------------|
| 1.6 Cooper | E | 47.0 | 10.5 | 140 | 16 | £18510 |
| 1.6 Cooper D | C | 64.0 | 10.9 | 115 | 16 | £19740 |
| 1.6T Cooper S | F | 46.0 | 7.6 | 143 | 30 | £18190 |
| 1.6 One | E | 47.0 | 11.9 | 139 | 12 | £16990 |
| 2.0 Cooper SD | D | 61.0 | 9.3 | 122 | 20 | £22610 |
| 1.6T ALL4 John Cooper Works | H | 38.2 | 7.0 | 172 | 33 | £28870 |
| Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD | | | | | | |
| Coupe - 3728x1683mm, Euro-NCAP ★★★★★ DRIVER POWER POS: 145th | | | | | | |
| 1.6 Cooper | D | 52.0 | 9.0 | 127 | 17 | £16840 |
| 1.6T Cooper S | E | 49.0 | 6.9 | 136 | 30 | £19990 |
| 1.6T John Cooper Works | G | 40.0 | 6.4 | 165 | 36 | £24010 |
| 2.0 Cooper SD | F | 66.0 | 7.9 | 114 | 22 | £20710 |
| Auto: add £1085 to Cooper, add £1145 to Cooper S/SD | | | | | | |
| Roadster - 3728x1683mm, Euro-NCAP ★★★★★ DRIVER POWER POS: 145th | | | | | | |
| 1.6 Cooper | D | 52.0 | 9.0 | 127 | 17 | £18260 |
| 1.6T Cooper S | E | 49.0 | 6.9 | 136 | 30 | £19145 |
| 1.6T John Cooper Works | G | 40.0 | 6.4 | 165 | 36 | £24995 |
| 2.0 Cooper SD | F | 66.0 | 7.9 | 114 | 22 | £21860 |
| Auto: add £1085 to Cooper, add £1145 to Cooper S/SD | | | | | | |
| MITSUBISHI www.mitsubishi.co.uk / Brochure: 01285 647744 / Dealers: 113 Warranty: 3 years/unlimited miles | | | | | | |
| Mirage - 3710x1665mm, Euro-NCAP ★★★★★ DRIVER POWER POS: N/A | | | | | | |
| 1.0 Mivec 1 | A | 67.3 | 13.6 | 96 | 15 | £8999 |
| 1.2 Mivec 2 | A | 68.9 | 11.7 | 96 | 18 | £10999 |
| 1.2 Mivec 3 | A | 65.7 | 11.7 | 100 | 18 | £11999 |
| 1.2 Mivec auto 3 | A | 68.9 | 12.8 | 95 | 18 | £12999 |
| ASX - 4295x1769mm, Euro-NCAP ★★★★★ DRIVER POWER POS: 95th | | | | | | |
| 1.6 2WD | E | 47.0 | 11.9 | 138 | 22 | £19995 |
| 1.6 4WD | E | 47.0 | 11.9 | 138 | 22 | £20995 |
| 1.6 2WD | E | 47.0 | 11.9 | 138 | 22 | £19995 |
| 1.6 4WD | E | 47.0 | 11.9 | 138 | 22 | £20995 |
| Outlander - 4655x1800mm, Euro-NCAP ★★★★★ DRIVER POWER POS: 66th | | | | | | |
| 2.2 Di-D GX2 | E | 53.3 | 10.2 | 138 | 22 | £23799 |
| 2.2 Di-D GX3 | E | 52.3 | 10.2 | 140 | 23 | £26599 |
| 2.2 Di-D GX4 | E | 52.3 | 10.2 | 140 | 24 | £30499 |
| 2.2 Di-D auto GX5 | G | 48.7 | 11.7 | 153 | 22 | £33999 |
| 2.0 Hybrid auto GXh PHEV | A | 148.010 | 4.4 | 26 | £28249 | |
| 2.0 Hybrid auto GXh PHEV | A | 148.010 | 4.4 | 27 | £28499 | |
| 2.0 Hybrid auto GXh PHEV | A | 148.010 | 4.4 | 24 | £34999 | |
| Auto: add £1400 to GX4 | | | | | | |
| X-Trail - 4643x1820mm, Euro-NCAP ★★★★★ DRIVER POWER POS: N/A | | | | | | |
| 1.6 Di-D GX2 | D | 50.4 | 11.3 | 129 | 17 | £18265 |
| 1.6 Di-D GX3 | D | 54.0 | 11.3 | 129 | 17 | £19850 |
| 1.6 Di-D GX4 | D | 54.0 | 11. | | | |

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| Eco band | MPG | 0-60mph | CO ₂ | Insurance group | List price | |
|----------|-----|---------|-----------------|-----------------|------------|--|
|----------|-----|---------|-----------------|-----------------|------------|--|

| Eco band | MPG | 0-60mph | CO ₂ | Insurance group | List price |
|----------|-----|---------|-----------------|-----------------|------------|
|----------|-----|---------|-----------------|-----------------|------------|

DRIVER POWER POS: 74th

| | | | | | | |
|---------------------|----------|------|-----|-----|----|--------|
| 1.6 THP (156) Sport | F | 44.1 | 8.3 | 149 | 27 | £22100 |
| 1.6 THP (200) GT | G | 42.1 | 7.6 | 155 | 33 | £26900 |
| 2.0 HDI (163) Sport | E | 53.2 | 8.7 | 139 | 29 | £3950 |
| 1.6 THP (270) R | F | 44.8 | 5.9 | 145 | 42 | £32000 |

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport.

PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36

Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

| | | | | | | |
|---------------------------------|----------|------|-----|-----|----|---------|
| 3.6 V6 PDK Panamera | J | 33.6 | 6.3 | 196 | 46 | £64458 |
| 3.0 V6 PDK Panamera Diesel | G | 44.8 | 6.4 | 166 | 46 | £65639 |
| 3.6 V6 Panamera 4 | K | 32.4 | 6.1 | 203 | 47 | £68169 |
| 3.0 V6 Tipt Panamera S E-Hybrid | A | 91.1 | 5.5 | 71 | 50 | £64456 |
| 4.8 V8 PDK Panamera 5 | K | 32.5 | 5.1 | 204 | 49 | £81314 |
| 4.8 V8 PDK Panamera 4S | K | 31.7 | 4.8 | 208 | 50 | £86775 |
| 4.8 V8 PDK Panamera GT5 | L | 26.4 | 4.4 | 249 | 50 | £94316 |
| 4.8 V8T PDK Panamera Turbo | L | 27.7 | 4.1 | 239 | 50 | £108931 |
| 4.8 V8T PDK Panamera Turbo S | L | 27.7 | 4.1 | 239 | 50 | £132077 |

Macan - 4681x1923mm, **EURO-NCAP ★★★★**

DRIVER POWER POS: N/A

| | | | | | | |
|---------------------------|----------|------|-----|-----|----|--------|
| 2.0T PDK Macan | H | 39.2 | 6.9 | 168 | 35 | £40626 |
| 3.0 V6 PDK Macan S | K | 32.5 | 5.4 | 204 | 40 | £44343 |
| 3.0 V6 PDK Macan 5 Diesel | G | 46.3 | 6.3 | 159 | 39 | £43883 |
| 3.6 V6T PDK Macan Turbo | K | 31.7 | 4.8 | 208 | 44 | £59995 |

Macan - 4855x1939-1945mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

| | | | | | | |
|-------------------------------------|----------|------|-----|-----|----|---------|
| 3.6 V6 Tiptronic Cayenne | K | 30.7 | 7.7 | 215 | 44 | £50271 |
| 3.0 V6 Tiptronic Cayenne Diesel | H | 42.8 | 7.3 | 173 | 45 | £50252 |
| 3.0 V6 Tip Cayenne S E-Hybrid | A | 83.1 | 5.9 | 79 | 49 | £61529 |
| 4.2 V8 Tiptronic Cayenne S Diesel | K | 35.3 | 5.4 | 209 | 50 | £62169 |
| 4.8 V8 Tiptronic Cayenne S | K | 29.7 | 5.5 | 223 | 48 | £60913 |
| 3.6 V6 Tiptronic Cayenne GTS | L | 28.8 | 5.2 | 228 | 50 | £73448 |
| 4.8 V8T Tiptronic Cayenne Turbo M | M | 25.2 | 4.5 | 229 | 50 | £89783 |
| 4.8 V8T Tiptronic Cayenne Turbo S M | M | 24.6 | 4.1 | 267 | 50 | £119610 |

Cayenne - 4855x1939-1945mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

| | | | | | | |
|---|----------|------|-----|-----|-----|--------|
| 2.7 Boxster | J | 34.4 | 5.8 | 192 | 40 | £39355 |
| 3.4 Boxster S | K | 32.1 | 5.1 | 206 | 43 | £49478 |
| 3.4 Boxster GTS | K | 31.4 | 5.0 | 211 | 44 | £56092 |
| 3.4 Boxster Spyder | L | 28.5 | 4.5 | 230 | N/A | £65376 |
| PDK: add £1782 (E2201 to GTS, not Spyder) | | | | | | |

Cayman - 4380-4438x1801mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

| | | | | | | |
|--|----------|------|-----|-----|-----|--------|
| 2.7 Cayman | J | 34.4 | 5.7 | 192 | 37 | £40239 |
| 3.4 Cayman S | K | 32.1 | 5.0 | 206 | 41 | £48783 |
| 3.4 Cayman GTS | K | 31.4 | 4.9 | 211 | 43 | £53397 |
| 3.4 Cayman GT4 | L | 27.4 | 4.4 | 238 | N/A | £64451 |
| PDK: add £1782 (E2351 to GTS, not GT4) | | | | | | |

911 - 4491-4545x1808-1880mm, **EURO-NCAP N/A**

DRIVER POWER POS: N/A

| | | | | | | |
|------------------------------|----------|------|-----|-----|----|---------|
| 3.6 Carrera | K | 31.4 | 4.8 | 212 | 46 | £74204 |
| 3.8 Carrera S | K | 29.7 | 4.5 | 224 | 47 | £82420 |
| 3.8 Carrera GTS | K | 29.7 | 4.4 | 223 | 47 | £91793 |
| 3.6 Carrera Cabriolet | K | 30.7 | 5.0 | 217 | 49 | £82864 |
| 3.8 Carrera S Cabriolet | L | 29.1 | 4.7 | 229 | 50 | £93129 |
| 3.8 Carrera GTS Cabriolet | L | 29.1 | 4.6 | 228 | 50 | £100527 |
| 3.6 Carrera 4 | K | 30.4 | 4.9 | 219 | 46 | £79060 |
| 3.8 Carrera 4S | L | 28.5 | 4.5 | 234 | 48 | £89325 |
| 3.8 Carrera 4 GTS | L | 28.5 | 4.4 | 233 | 50 | £86787 |
| 3.6 Carrera 4 Cabriolet | K | 29.7 | 5.1 | 224 | 49 | £87720 |
| 3.8 Carrera 4S Cabriolet | L | 28.2 | 4.7 | 230 | 50 | £97985 |
| 3.8 Carrera 4 GT3 | L | 29.7 | 5.2 | 233 | 49 | £105210 |
| 3.8 Carrera 4 GT3 Cabriolet | L | 29.7 | 5.2 | 233 | 49 | £105210 |
| 3.8 Targa 4 | K | 29.7 | 5.2 | 223 | 49 | £87072 |
| 3.8 Targa 4S | L | 28.2 | 4.8 | 237 | 50 | £97338 |
| 3.8 Targa 4 GT5 | L | 28.2 | 4.7 | 237 | 50 | £105310 |
| 3.8 PDK Turbo | L | 29.1 | 3.2 | 227 | 50 | £121523 |
| 3.8 PDK Turbo S | L | 29.1 | 3.1 | 227 | 50 | £130405 |
| 3.8 PDK Turbo S Cabriolet | L | 28.5 | 3.2 | 231 | 50 | £151048 |
| 3.8 PDK Turbo S Exclusive PD | L | 29.1 | 3.1 | 227 | 50 | £159979 |
| 3.8 PDK GT3 | M | 22.8 | 3.5 | 289 | 49 | £101695 |
| 4.0 PDK GT3 RS | M | 22.2 | 3.3 | 296 | 50 | £132451 |
| PDK: add £2238-£2947 | | | | | | |

Twingo - 3590x1640mm, **EURO-NCAP ★★★★**

DRIVER POWER POS: N/A

| | | | | | | |
|---|----------|------|------|-----|----|--------|
| 1.0 SCE (70) Expression | B | 62.8 | 12.0 | 105 | 2 | £9495 |
| 1.0 SCE (70) Play | B | 62.8 | 12.0 | 105 | 3 | £9995 |
| 1.0 SCE (70) S/S Dynamique | A | 67.3 | 12.0 | 95 | 3 | £10995 |
| 900cc TCE (90) S/S Dynamique | A | 65.7 | 12.0 | 99 | 8 | £11695 |
| 900cc TCE (90) S/S Dynamique S | A | 65.7 | 10.8 | 99 | 8 | £12545 |
| Zoe - 4084x1730mm, EURO-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 5th | | | | | | |
| 75hp Zoe Expression | A | N/A | 13.5 | 0 | 15 | £13995 |
| 75hp Zoe Dynamique Zen/Intens | A | N/A | 13.5 | 0 | 16 | £15195 |
| 75hp Zoe i-Expression | A | N/A | 13.5 | 0 | 15 | £18443 |
| 75hp Zoe Zen/Intens | A | N/A | 13.5 | 0 | 16 | £20043 |
| Battery hire: from £25 per month (included with i-Models) | | | | | | |
| Clio - 4062x1731mm, EURO-NCAP N/A | | | | | | |
| DRIVER POWER POS: 7th | | | | | | |
| 1.2 16v (75) Expression | D | 51.4 | 15.4 | 127 | 7 | £11145 |
| 1.2 16v (75) Expression+ | D | 51.4 | 15.4 | 127 | 8 | £13675 |
| 1.2 16v (75) S/S Dynamique | B | 62.8 | 12.2 | 105 | 10 | £14675 |
| 1.2 16v (75) S/S Dynamique | A | 83.1 | 11.7 | 90 | 13 | £15975 |
| 900cc TCE (90) S/S Dynamique | B | 62.8 | 12.2 | 105 | 10 | £15975 |
| 1.2 16v (75) S/S Dynamique S | B | 62.8 | 12.2 | 105 | 10 | £15975 |
| 1.2 16v (75) S/S Dynamique S | A | 83.1 | 11.7 | 90 | 13 | £15975 |
| 1.2 16v (75) S/S Dynamique S | B | 62.8 | 12.2 | 105 | 10 | £15975 |
| 1.2 16v (75) S/S Dynamique S | A | 83.1 | 11.7 | 90 | 13 | £15975 |
| 1.2 16v (75) S/S Dynamique S | B | 62.8 | 12.2 | 105 | 10 | £15975 |
| 1.2 16v (75) S/S Dynamique S | A | 83.1 | 11.7 | 90 | 13 | £15975 |
| 1.2 16v (75) S/S Dynamique S | B | 62.8 | 12.2 | 105 | 10 | £15975 |
| 1.2 16v (75) S | | | | | | |

| | Eco band | MPG | 60mph | CO ₂ | Insurance group | List price |
|---|----------|------|-------|-----------------|-----------------|------------|
| Toledo - 4482x1703mm, Euro-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: N/A | | | | | | |
| 1.2 TSI (85) S | C | 55.4 | 11.8 | 119 | 10 | £14265 |
| 1.2 TSI (105) S | C | 56.5 | 10.4 | 116 | 13 | £15295 |
| 1.2 TSI (105) i-TECH | C | 56.5 | 10.4 | 116 | 13 | £17105 |
| 1.4 TSI (122) DSG SE Nav | F | 45.6 | 9.5 | 146 | 17 | £17965 |
| 1.6 TDI (105) Ecomotive S | B | 72.4 | 10.6 | 104 | 15 | £17150 |
| 1.6 TDI (105) Ecomotive i-TECH | B | 72.4 | 10.6 | 104 | 15 | £18870 |
| SE Nav: add £1200 to S (not 1.2 TSI (85)) | | | | | | |
| Leon - 4263x1784mm, Euro-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 4th | | | | | | |
| 1.2 TSI 5 Sdr | C | 57.6 | 9.9 | 114 | 12 | £16115 |
| 1.6 TDI 5 Sdr | A | 74.3 | 10.7 | 99 | 13 | £17815 |
| 1.2 TSI SE Sdr | C | 57.6 | 9.9 | 114 | 13 | £17235 |
| 1.4 TSI SE Sdr | C | 54.3 | 8.2 | 119 | 17 | £17835 |
| 1.6 TDI (105) SE | A | 74.3 | 10.7 | 99 | 13 | £18935 |
| 1.6 TDI (110) Ecomotive SE Sdr | A | 85.6 | 10.7 | 87 | 14 | £19925 |
| 2.0 TDI (150) SE | B | 68.9 | 8.4 | 106 | 19 | £20285 |
| 1.4 TSI ACT FR Sdr | B | 54.3 | 8.0 | 109 | 20 | £20000 |
| 1.8 TSI FR Sdr | E | 47.1 | 7.5 | 135 | 25 | £20775 |
| 2.0 TDI (150) FR Sdr | B | 68.9 | 8.4 | 106 | 20 | £21830 |
| 2.0 TDI (180) FR Sdr | C | 65.7 | 7.5 | 112 | 20 | £22820 |
| 2.0 TSI (265) Cupra SC 3dr | F | 44.1 | 5.9 | 145 | 26 | £25960 |
| 2.0 TSI (280) Cupra 5dr | F | 44.1 | 5.8 | 149 | 26 | £27510 |
| 2.0 TDI (150) X-PERIENCE SE | D | 57.6 | 8.7 | 129 | 19 | £24385 |
| 2.0 TDI (184) DSG X-PER SE Tech | E | 55.4 | 7.1 | 133 | 23 | £28870 |
| DSG: add £1250 to 1.2 TSI (5), 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI SC 3dr; £300 less than 5dr; Leon ST: add £825 | | | | | | |
| Altea - 4282x1768mm, Euro-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 181st | | | | | | |
| 1.6 TDI (105) Ecomotive I TECH | C | 62.8 | 12.2 | 119 | 14 | £19345 |
| 2.0 TDI (140) I-TECH | D | 57.6 | 9.7 | 129 | 19 | £20145 |
| DSG: add £870 to 1.6 TDI; Altea XL: add £720 | | | | | | |
| Alhambra - 4854x1904mm, Euro-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: N/A | | | | | | |
| 2.0 TDI (140) Ecomotive S | F | 50.0 | 10.9 | 146 | 18 | £25630 |
| 2.0 TDI (140) I-TECH | F | 50.0 | 10.9 | 146 | 18 | £26300 |
| 2.0 TDI (177) SE Lux | G | 49.0 | 9.5 | 158 | 21 | £32420 |
| DSG: add £1285; SE: add £1875 to S; SE Lux: add £5315 to S | | | | | | |
| SKODA | | | | | | |
| www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135 | | | | | | |
| Warranty: 3 years/60000 miles | | | | | | |
| Citigo - 3563x1641mm, Euro-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 31st | | | | | | |
| 1.0 MPI (60) 3dr | B | 62.8 | 14.4 | 105 | 1 | £8210 |
| 1.0 MPI (60) SE 3dr | B | 62.8 | 14.4 | 105 | 1 | £9060 |
| 1.0 MPI (60) Monte Carlo 3dr | B | 62.8 | 14.4 | 105 | 1 | £10590 |
| 1.0 MPI (60) Black Edition 3dr | B | 62.8 | 14.4 | 105 | 1 | £10090 |
| 1.0 MPI (75) Elegance 3dr | A | 67.3 | 13.2 | 98 | 2 | £10695 |
| AS6 auto: add £305 to SE and Elegance (75); 5dr: add £350; GreenTech: add £360 to (60) SE and Elegance | | | | | | |
| Fabia - 3992x1732mm, Euro-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: N/A | | | | | | |
| 1.0 MPI (60) S | B | 60.1 | 15.7 | 106 | 2 | £10600 |
| 1.0 MPI (75) S | B | 58.8 | 14.7 | 108 | 4 | £11460 |
| 1.2 TSI (110) DSG S | B | 60.1 | 9.4 | 109 | 13 | £13740 |
| 1.4 TDI (90) S | A | 83.1 | 11.1 | 88 | 12 | £14090 |
| 1.0 MPI (75) SE | B | 58.8 | 14.7 | 108 | 5 | £12760 |
| 1.2 TSI (110) SE | B | 60.1 | 10.9 | 107 | 10 | £13390 |
| 1.2 TSI (110) SE | B | 58.8 | 9.4 | 110 | 14 | £14040 |
| 1.4 TDI (90) SE | A | 83.1 | 11.1 | 88 | 12 | £15390 |
| 1.4 TDI (150) SE L | A | 80.7 | 10.1 | 90 | 14 | £16840 |
| Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90); SE L: add £850 to SE; Estate: add £1000 to selected models | | | | | | |
| Rapid - 4483x1706mm, Euro-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 25th | | | | | | |
| 1.2 (75) S | E | 47.9 | 13.9 | 137 | 7 | £13190 |
| 1.2 TSI (86) S | C | 55.4 | 11.8 | 119 | 10 | £13980 |
| 1.2 TSI (86) SE | C | 55.4 | 11.8 | 119 | 10 | £14930 |
| 1.2 TSI (105) SE | D | 52.3 | 10.3 | 125 | 13 | £15630 |
| 1.2 TSI (105) Sport | D | 52.3 | 10.3 | 125 | 13 | £15630 |
| 1.4 TSI (122) DSG SE | E | 48.7 | 9.5 | 134 | 13 | £17425 |
| 1.6 TDI (105) SE | C | 64.2 | 10.4 | 114 | 15 | £17380 |
| 1.6 TDI (105) Elegance | D | 40.9 | 10.3 | 125 | 13 | £16380 |
| 1.6 TDI (105) Elegance | C | 50.4 | 10.4 | 114 | 15 | £18130 |
| 1.6 TDI (90) GreenLine | A | 74.3 | 12.0 | 99 | 13 | £17815 |
| Rapid Spaceback; add £540; GreenTech; add £250 to 1.2 TSI (86); 1.4 TSI, and all 1.6 TDI SE and Elegance models | | | | | | |
| Octavia - 4659x1814mm, Euro-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 11th | | | | | | |
| 1.2 TSI (110) S | C | 57.7 | 10.2 | 114 | 13 | £16285 |
| 1.6 TDI (110) S | A | 74.3 | 10.6 | 99 | 13 | £18300 |
| 1.2 TSI (110) SE | C | 57.7 | 10.2 | 114 | 13 | £17625 |
| 1.4 TSI (150) SE | C | 55.4 | 8.1 | 118 | 13 | £18810 |
| 1.6 TDI (110) SE | A | 74.3 | 10.6 | 99 | 13 | £19650 |
| 2.0 TDI (150) SE | B | 70.6 | 8.4 | 106 | 19 | £20535 |
| 1.4 TSI (140) SE L | C | 55.4 | 8.1 | 118 | 20 | £20510 |
| 1.6 TDI (110) SE L | A | 74.3 | 10.6 | 99 | 14 | £13150 |
| 2.0 TDI (150) SE L | B | 70.6 | 8.4 | 106 | 20 | £21500 |
| 1.8 TSI (180) Laurin & Klement | E | 47.9 | 7.3 | 135 | 25 | £26465 |
| 2.0 TDI (150) Laurin & Klement | B | 70.6 | 8.4 | 106 | 22 | £26465 |
| 1.6 TDI (110) GreenLine III | A | 80.7 | 10.2 | 90 | 15 | £20225 |
| 2.0 TDI (140) vRS | C | 64.2 | 8.1 | 115 | 26 | £24075 |
| 2.0 TSI (220) vRS | F | 45.6 | 8.2 | 148 | 22 | £23830 |
| 2.0 TDI (150) 4x4 Scout | D | 58.9 | 9.1 | 125 | 19 | £25405 |
| 2.0 TDI (180) DSG 4x4 Scout | D | 56.5 | 7.8 | 129 | 22 | £28200 |
| DSG: add £1250 (£390 to vRS); Estate: add £200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only) | | | | | | |
| Superb - 4833x1817mm, Euro-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 12th | | | | | | |
| 1.4 TSI (125) S | E | 47.9 | 10.5 | 138 | 19 | £18690 |
| 1.6 TDI (105) Eleg GreenLine III | B | 67.3 | 12.2 | 109 | 17 | £23990 |
| 1.6 TDI (105) S | C | 62.8 | 12.1 | 117 | 17 | £19860 |
| 1.6 TDI (105) SE GreenLine III | B | 67.3 | 12.2 | 109 | 17 | £20200 |
| 1.6 TDI (105) SE GreenLine III | B | 67.3 | 12.2 | 109 | 17 | £21665 |
| 1.8 TSI SE | G | 40.4 | 8.4 | 126 | 27 | £25745 |
| 1.8 TSI SE | G | 41.5 | 8.2 | 158 | 26 | £21725 |
| 2.0 TDI (140) Elegance | C | 61.4 | 10.0 | 119 | 23 | £24840 |

| | Eco band | MPG | 60mph | CO ₂ | Insurance group | List price |
|---|----------|------|-------|-----------------|-----------------|------------|
| Tourer - 4195x1795mm, Euro-NCAP N/A | | | | | | |
| DRIVER POWER POS: 2nd | | | | | | |
| 1.2 TSI (105) DSG S | E | 50.0 | 11.0 | 134 | 12 | £14185 |
| 1.2 TSI (86) S | E | 50.0 | 12.6 | 134 | 9 | £12750 |
| 1.2 TSI (105) SE | E | 50.0 | 10.9 | 134 | 12 | £14795 |
| 1.2 TSI (86) SE | E | 50.0 | 12.6 | 134 | 9 | £14130 |
| 3.6 V6 DSG Elegance 4x4 | C | 30.4 | 6.4 | 215 | 35 | £30655 |
| 3.6 V6 DSG Laurin & Klement 4x4 | C | 30.4 | 6.4 | 215 | 35 | £32645 |
| DSG: add £1435 to 2.0 TDI; Estate: add £1125, 4x4: add £1585 to 2.0 TDI (140) SE, 4x4: add £2000 to 2.0 TDI (140) 4x4 or 2.0 TDI (140) Laurin & Klement, 4x4: add £2000 to 2.0 TDI (140) 4x4 estates, Outdoor Plus: add £1000 | | | | | | |
| Roomster - 4214x1684mm, Euro-NCAP ★★★★ | | | | | | |
| DRIVER POWER POS: 62nd | | | | | | |
| 1.2 TSI (105) DSG S | E | 50.0 | 11.0 | 134 | 12 | £14185 |
| 1.2 TSI (86) S | E | 50.0 | 12.6 | 134 | 9 | £12750 |
| 1.2 TSI (105) SE | E | 50.0 | 10.9 | 134 | 12 | £14795 |
| 1.2 TSI (86) SE | E | 50.0 | 12.6 | 134 | 9 | £14130 |
| 3.6 V6 DSG Elegance 4x4 | C | 30.4 | 6.4 | 215 | 35 | £30655 |
| 3.6 V6 DSG Laurin & Klement 4x4 | C | 30.4 | 6.4 | 215 | 35 | £32645 |
| DSG: add £660 to 1.2 TSI and 1.6 TDI SE | | | | | | |

| | Eco band | MPG | 60mph | CO ₂ | Insurance group | List price |
|--|----------|------|-------|-----------------|-----------------|------------|
| DRIVER POWER POS: 97th | | | | | | |
| 2.0 TDI (140) Laurin & Klement | C | 61.4 | 10.0 | 119 | 24 | £26830 |
| 2.0 TDI (170) Elegance | C | 61.4 | 8.6 | 120 | 26 | £25770 |
| 2.0 TDI (140) S | C | 61.4 | 10.0 | 119 | 22 | £20490 |
| 2.0 TDI (140) SE | C | 61.4 | 10.0 | 119 | 23 | £21230 |
| 2.0 TDI (170) SE | C | 61.4 | 8.6 | 120 | 25 | £23060 |
| 3.6 V6 DSG Elegance 4x4 | C | 30.4 | 6.4 | 215 | 35 | £30655 |
| 3.6 V6 DSG Laurin & Klement 4x4 | C | 30.4 | 6.4 | 215 | 35 | £32645 |
| DSG: add £1435 to 2.0 TDI; Estate: add £1125, 4x4: add £1585 to 2.0 TDI (140) SE, 4x4: add £2000 to 2.0 TDI (140) 4x4 estates, Outdoor Plus: add £1000 | | | | | | |
| DRIVER POWER POS: 32nd | | | | | | |
| 2.0 TDI (140) Laurin & Klement | C | 61.4 | 10.6 | 120 | 23 | £25495 |
| 2.0 TDI (170) Laurin & Klement | C | 61.4 | 8.6 | 120 | 25 | £23095 |
| 2.0 TDI (140) S | C | 61.4 | 10.0 | 119 | 22 | £20495 |
| 2.0 TDI (140) SE | C | 61.4 | 8.6 | 120 | 23 | £21230 |
| 2.0 TDI (170) SE | C | 61.4 | 10.0 | 119 | 23 | £23095 |
| 3.6 V6 DSG Elegance 4x4 | | | | | | |



Stephen Errity

Stephen_Errity@dennis.co.uk

AF 'AUDI wins Le Mans' has been a familiar headline in recent years, with the brand victorious in 13 of the last 15 runnings. For 2015, however, the competition is stronger than ever – particularly from Audi's VW Group rival, Porsche.

Elsewhere, although Toyota won the 2014 World Endurance Championship (WEC), success at Le Mans has proven elusive and it's hungrier than ever to win in 2015. This year also sees the return of Nissan to Le Mans, with a radical front-engined, front-wheel-drive car.

Audi is still the best place to start if you're trying to pick a winner – especially as it has already won the Silverstone and Spa WEC rounds this season. Britain's Oliver Jarvis has stepped up to a full-season drive this year, in the company's R18 hybrid prototype for the first time. The 4.0-litre V6 turbodiesel car has proven extremely fast in corners – if a little behind Porsche in a straight line.

"Porsche definitely has more hybrid boost out of the corners," Jarvis told us, "but on a very long straight, like at Le Mans, we'll hopefully catch up once they've used their boost. The longer the straight and the higher the speed, the closer we get to them. Where we lose out is in tighter corners that are followed by short straights.

"At Le Mans, the Porsches will be very quick out of Arnage corner and the first and last chicanes," continued Jarvis, "but I think we'll have an advantage in the high-speed Porsche Curves. It's going to be similar to Silverstone and Spa, where they're quicker



FIGHTING TO



in some parts and we're quicker in others – it should be a fantastic, fascinating battle."

Unlike in F1, qualifying isn't always seen as hugely important at Le Mans, but Jarvis reckons that could change this year. "If we can get ahead of the Porsches in qualifying, and stay ahead on the first lap, that gives us the opportunity to pull out a gap," he explained. "Whereas if we're behind them, it's very difficult to find a way past."

Among the big talking points surrounding the Porsche challenge this year is the presence of two F1 drivers on the roster. Ex-Red Bull man Mark Webber already has

"Porsche are quicker in some parts of the track and Audi are quicker in others – it should make for a fantastic and fascinating battle"

Oliver Jarvis, Audi



one Porsche start under his belt, while Force India's Nico Hulkenberg becomes the first current F1 driver to contest Le Mans since Sébastien Bourdais in 2009.

Webber learned plenty of lessons in 2014 that'll be foremost in his mind going into this year's race. "I didn't do much night driving ahead of last year's event, so it was



THE FINISH

WE TALK TO THE DRIVERS TAKING ON THE LEGENDARY LE MANS 24 HOURS THIS WEEKEND



Brit Nick Tandy (centre) joins Webber and Hulkenberg (right) at Porsche



"When people hear 'endurance' they think of cruising, saving the car and the tyres, but we're flat out for every lap – the tyres let us push hard throughout"

Nico Hulkenberg, Porsche

important to get lots of experience of that in the race and also note how the track changes – where the tyre rubber builds up, and so on," said the Australian.

"It changes so much once the race gets underway and this is something you can't experience in practice. I've also become more confident about passing

backmarkers, so I think I'll be a lot more relaxed this time around."

For Le Mans debutant Hulkenberg, the main adjustment will be to driving a car shared with two other drivers, rather than one that's solely 'his'. "It's different, but it's not too difficult to get used to," he said. "It's definitely a big change from F1. When

some people hear 'endurance' they think of cruising, saving the car and the tyres, but I learned quickly that it's not. We're flat out for every lap – the tyres are very consistent and this lets us push hard throughout."

Hulkenberg is also looking forward to one of the biggest challenges of Le Mans – battling your competitors while also finding

a safe way around the slower GT-class cars. "The driver can make a big difference here," he explained. "You're trying to anticipate what the car in front will do, position yourself well and be smart about it."

He's also looking forward to night driving: "I've done a bit in testing and often find I do my best laps at night. It's

a different atmosphere – it feels like it's just you and your headlights out there."

The sheer speed of the latest prototypes has also been a talking point, with lap times at Silverstone and Spa comparable to those of midfield F1 cars. "Le Mans is a dangerous race and we know that," admitted Webber. "There have been some adjustments to Indianapolis corner and the entrance to the Porsche Curves, so it could be even quicker, but every time we get in these cars, it's a real test for us – concentration is at maximum."

Elsewhere, Brit Nick Tandy has stepped up from the Porsche 911 GT racer to the 919 hybrid – and it's clear the prototype is something special. "I can't compare it to any other car; when you put your foot down, it's like being shot out of a gun," he grinned. "It accelerates nearly as fast as it brakes – it picks up speed so quickly that when the boost stops, it almost feels pedestrian as you 'only' have 500bhp, not nearly 1,000."

There's British representation at Toyota, too, in the form of 2014 world champion Anthony Davidson (another ex-F1 talent) and new full-season recruit Mike Conway.

The Japanese manufacturer hasn't had the strongest start to the season, but former IndyCar man Conway reckons that the low-downforce nature of the high-speed Le Mans track could suit the team better.

"We've done quite a lot of testing with the Le Mans aero package and we're fairly confident with what we have," he said. "Driving these cars and getting the most out of the hybrid systems is quite an art, so I'm looking forward to getting on track there – we do lots of work in simulators, but it's never quite the same as doing it for real.

"Audi looked good with high downforce at Silverstone, and Porsche is very quick in a straight line, but top speed isn't a problem for us – it's just how quickly we get there."

Last but not least, there's Nissan, which stunned the racing establishment when it revealed its front-engined, front-wheel-drive



GT-R LM challenger late last year. It's had to skip the Silverstone and Spa WEC rounds and doesn't look like challenging Audi, Porsche or Toyota for the win this year, but the concept is still a fascinating one.

"You have to adapt to understeer and, from a set-up perspective, what you ask

"Driving these cars and getting the most out of the latest hybrid systems is quite an art" **Mike Conway, Toyota**



PlayStation gamer-turned-racer Jann Mardenborough (left) is among the drivers of Nissan's radical GT-R LM (above)

your engineers for is often very different from what you'd ask for in a rear-wheel-drive car," said Jann Mardenborough – one of three British drivers at Nissan.

"The steering inputs are similar – you try to be as smooth as you can – but the way you come off the brakes is different and you pick up the throttle a little earlier than you would in a conventional racing car."

So with a win out of the question, what is the aim for Nissan in 2015? "The more laps we do, the better," explained the brand's motorsport boss, Darren Cox.

"Last year, one Porsche retired and the other finished 11th. They got a car home and learned a huge amount about the tyres. Our aim has to be to get one car home, too, but we're all racers – we're not there just to tool around. We know that we're not going to win or get a podium, but we want to be credible in terms of pace."

In the UK, Eurosport will have full coverage of the Le Mans 24 Hours across this Saturday and Sunday.

Read longer versions of our Le Mans driver interviews at www.autoexpress.co.uk

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Protyre and Michelin are offering one lucky winner two tickets to watch round 10 of the Formula E championship on Saturday 27 June, in London's Battersea Park. They'll receive full hospitality as part of the package, plus a night at the Park Lane Hilton hotel. To be in with a chance to win, visit autoexpress.co.uk/formulae, where you'll find full Ts & Cs.





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AE I'VE just chuckled my way through a 'serious' newspaper article that suggests cars might go the same way as the VHS cassette, the 35mm roll of film and other old tech which is now defunct.

The 'news story' was based largely on the views of an analyst at a bank with a controversial past in the UK high street. Apparently, his analysis says if driverless cars are a hit, America could see a 40 per cent drop in car sales. Eh? Ford would shut half its US plants. Really? There would be tens of thousands of job losses in the British motor industry. How come?

Truth is, over coming decades, demand for cars will grow. It's inevitable that hundreds of millions – maybe more – of additional employees and entrepreneurs will assume motorist status. Whether future vehicles will be driverless or require drivers is irrelevant. They'll still be cars. They will still be built in locations such as Ford USA factories – or in Britain. So what's all this rubbish about Ford halving its American operation and British auto workers being dumped on the dole?

The Society of Motor Manufacturers and Traders reports that 320,000 additional jobs will be created in and around British vehicle manufacturing over future decades. The mouthpiece for international motor manufacturers is OICA, which says global car production keeps on rising and currently stands at around 67.5 million per annum. That figure will rise – not least because the respected IHS automotive intelligence agency claims worldwide sales of new cars will nudge 130 million a year by 2035.

History proves that as countries develop, so, too, do job prospects, disposable incomes and the aspirations of citizens. Many of the 'poor' people of Asia and Africa, for instance, are getting richer. Like Americans and Europeans, they want, deserve and can afford cars. We're not daring to say we can have ours, but they can't have theirs, are we?

Let's face reality. The one billion new and used cars in the world aren't enough for the billions of world citizens who want them. With this in mind, let's plan, design and build the tech that'll accommodate at least two billion cars. Forget what the newspaper and banking industries might, for their own reasons, be trying to brainwash you into thinking. Instead, remind yourself that reports of the death of the motor car and the motorist are greatly exaggerated.



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Mike Rutherford

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What's this rubbish about Ford halving its US operation and British auto workers being dumped on the dole?

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